


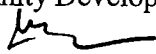



Staff Report

City of Manhattan Beach

TO: Honorable Mayor Montgomery and Members of the City Council

THROUGH: Geoff Dolan, City Manager 

FROM: Richard Thomson, Director of Community Development
 Ana Stevenson, Management Analyst 
 Erik Zandvliet, Traffic Engineer 

DATE: July 15, 2008

SUBJECT: Consider Prohibition of Left Turns at All Times at Aviation Boulevard and 12th Street and at Aviation Boulevard and 19th Street.

RECOMMENDATION:

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

- Prohibit left turns from northbound Aviation Boulevard to westbound 12th and 19th Streets;
- Prohibit left turns from eastbound 12th and 19th Streets onto Aviation Boulevard;
- Investigate the feasibility of adding a right-turn pocket on southbound Aviation Boulevard at 19th Street;
- Examine ways to improve sight lines at 12th Street; and
- Conduct a follow-up study approximately six months after installation of left turn restrictions.

FISCAL IMPLICATION:

The recommended modifications can be accomplished through existing Public Works programs and budgets.

BACKGROUND:

Since June 2007, several residents and businesses have voiced their concerns about the difficulty and danger in making left turns at the intersections of Aviation Boulevard and 12th Street and Aviation Boulevard and 19th Street. In April 2008, a petition was submitted signed by 18 residents requesting prohibition of northbound left turns at Aviation Boulevard and 19th Street due to an increase in collisions. Several other residents made a similar request regarding left turns at Aviation Boulevard and 12th Street. Ms. Bonnie Bourgeois, owner and director of Magic Rainbow Pre-School, sent a letter with similar concerns and observations.

DISCUSSION:

As described in the attached report, the City Traffic Engineer investigated many possible traffic safety measures to address the recent increase in the left turn collision rate, including peak hour turn restrictions; prohibited turn movements; removal of the third southbound lane on Aviation Boulevard; relocation of the existing block wall along the west side of Aviation Boulevard; designation of one-way streets on 12th and 19th Streets between Wendy Way and Aviation Boulevard in the westbound direction; and installation of a traffic signal at Aviation Boulevard and 19th Street. Based on the potential for each traffic safety measure to reduce collisions weighed against its appropriateness and possible adverse impacts to the neighborhood and the driving public, the City Traffic Engineer recommended a combination of the following:

1. Install a traffic signal at Aviation Boulevard at 19th Street,
2. Prohibit northbound left turns from Aviation Boulevard to westbound 12th Street, and
3. Prohibit eastbound left turns from 12th Street onto northbound Aviation Boulevard.

PPIC Review

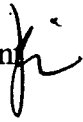
On July 26, 2008, the Parking and Public Improvements Commission reviewed the Traffic Engineer's report, listened to public comments from residents and discussed the findings. The Commission partially agreed with the Traffic Engineer's findings and voted unanimously to prohibit left turns from northbound Aviation Boulevard to westbound 12th and 19th Streets and from eastbound 12th and 19th Streets onto Aviation Boulevard. The Parking and Public Improvements Commission did not recommend the installation of a traffic signal at Aviation Boulevard and 19th Street because several residents voiced their concerns about increasing traffic in the neighborhood.


Over 180 public notices were sent to property owners and residents along streets that may be affected, including Wendy Way, 12th Street and 19th Street, as well as persons that have voiced their concerns about this matter. The Traffic Engineer also discussed this item with the City of Redondo Beach, since the east side of Aviation Boulevard is within their jurisdiction.

- Exhibits:
- A. Parking and Public Improvements Commission Staff Report and Draft Minutes
 - B. City Council Notice to Property Owners and Residents

EXHIBIT**A****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: June 26, 2008

SUBJECT: Evaluation of Traffic Safety Improvements at Aviation Boulevard at 12th Street and 19th Street

RECOMMENDATION:

It is recommended that new traffic signal be installed at the intersection of Aviation Boulevard and 19th Street, and eastbound and northbound left turn movements be prohibited at Aviation Boulevard and 12th Street.

BACKGROUND:

Since June 2007, several residents and businesses have voiced their concerns about the difficulty in making turns at the intersections of Aviation Boulevard at 12th Street and Aviation Boulevard at 19th Street. In April 2008, a petition was submitted by Ms. Gordana Vukotich and signed by 18 residents requesting prohibition of northbound left turns at Aviation Boulevard and 19th Street due to an increase in collisions. Mr. Clifford Davis and Mr. Bill Rich, both local residents, noted the addition of a third southbound lane has made it more difficult to make left turns. In addition, Ms. Bonnie Bourgeois, owner and director of Magic Rainbow Pre-School, sent a letter with similar concerns and observations of an increase in traffic collisions.

This report is an analysis of the existing conditions at the two intersections and possible improvements to address the concerns. Public notices have been sent to residents along streets that may be affected, including Wendy Way, 12th Street and 19th Street, as well as persons that have voiced their concerns about this matter. The Traffic Engineer has also discussed this item with the City of Redondo Beach, since the east side of Aviation Boulevard is within their jurisdiction.

DISCUSSION:**EXISTING CONDITIONS**

Aviation Boulevard is a north-south major arterial street with three lanes in each direction separated by a painted center median and left turn lanes. Aviation Boulevard has a traffic volume of approximately 38,000 vehicles per day and a speed limit of 40 mph. Parking is not permitted on either side of Aviation Boulevard. Aviation Boulevard is controlled with traffic signals at Marine

Avenue to the north, at Space Park Drive just south of 19th Street and Manhattan Beach Boulevard to the south. In 2005-07, the Los Angeles County Department of Public Works completed a project to improve circulation by widening Aviation Boulevard and constructing a third travel lane in each direction north of Manhattan Beach Boulevard.

12th Street is a two-lane local street that provides local access to nearby residences and a few local businesses. 12th Street has a traffic volume of approximately 1,000 vehicles per day and a posted speed limit of 25 mph. 12th Street intersects Aviation Boulevard approximately 240 feet to the north of Manhattan Beach Boulevard. The intersection has a northbound to westbound left turn pocket and eastbound traffic is stopped at Aviation Boulevard. The intersection is signed and marked with "KEEP CLEAR" markings to prohibit southbound queued cars from blocking left turn access. Curb parking is allowed on both sides of 12th Street. 12th Street terminates at Harkness Street to the west. The intersection has reduced sight visibility in the eastbound direction due to existing block walls and narrow sidewalks near the corner.

19th Street is a two-lane local street that provides local access to residents in the Liberty Village area. 19th Street has a traffic volume of approximately 1,500 vehicles per day and a posted speed limit of 25 mph. 19th Street intersects Aviation Boulevard approximately 950 feet south of Marine Avenue and 240 to the north of Space Park Drive. The intersection has a northbound to westbound left turn pocket, and eastbound traffic is stopped with left turns prohibited during peak commuting periods. The intersection is marked with "KEEP CLEAR" markings to prohibit southbound queued cars from blocking left turn access. Curb parking is allowed on both sides of 19th Street. 19th Street terminates at Meadows Avenue to the west. The intersection has reduced sight visibility in the eastbound direction due to existing block walls and narrow sidewalks near the corner.

The reported accident history was reviewed for a 3-year period between January 1, 2005 to December 31, 2007. This data was then used to determine if a recent 12-month period experienced five or more left-turn accidents at either intersection. The reported accident history for the period analyzed is shown Table 1.

Turning movement counts were collected on June 10, 2008 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 volumes of left turning traffic as well as the amount of delay or difficulty in making the turning movements. The turning movement count data is attached to this report. It should be noted that at both 12th Street and 19th Street, eastbound left turn movements are very low, likely due to the reduced sight distance and difficulty in crossing multiple lanes of busy traffic, even during the period when left turns are not restricted at 19th Street.

ANALYSIS

At unsignalized intersections, it is generally recommended that a traffic engineering study be conducted to evaluate existing conditions and consider many possible solutions before making a recommendation that could affect driver delay, congestion, access, driving distance, neighborhood impacts, future land use, and collision potential. For example, the decision for the installation of a traffic signal should not be based solely upon the standard State warrants, since traffic signals may increase certain types of collisions, such as rear-end type crashes. However, experience shows that the number of right-angle collisions may decrease after installation of signals. Improperly placed traffic signals may cause excessive delay, disobedience of the signal, diversion to alternate routes,

and increase accident frequency. Other less intrusive measures should be implemented before traffic signals are considered.

POTENTIAL TRAFFIC SAFETY MEASURES

The City Traffic Engineer evaluated several possible remedies to the increase in collisions noted in the accident history, as follows:

Peak Hour Turn Restrictions

Turning movements with high collision rates may be restricted during certain hours to reduce the likelihood of a collision. For example, northbound to westbound left turns could be restricted between 3 to 7pm at either 12th Street or 19th Street. This condition would target the primary collision time period, and the collision rate should be reduced. However, if implemented at 12th Street, this restriction would likely increase traffic volumes by about 30 vehicles in the peak hour on 19th Street, because 19th Street would become the preferred neighborhood access to the Liberty Village area from Aviation Boulevard. If implemented at 19th Street, left turn volumes would likely increase at 12th Street. In the absence of traffic safety measures at the other intersection, the overall collision potential may not be reduced at all.

Eastbound to northbound left turn restrictions, such as the existing restriction on 19th Street at Aviation Boulevard, could be implemented at 12th Street during peak hours. This would be expected to reduce the collision potential at the intersection, since there would be fewer points of conflict between vehicles.

Prohibited Turn Movements

The same turn restrictions identified above could be implemented on a permanent basis, prohibiting left turns all day. This would reduce driver confusion and potential for violations, since drivers would quickly become accustomed to the prohibition, regardless of the time-of-day. However, the prohibition may be unnecessarily restrictive during off-peak periods of low volume, when the gaps in traffic are large and the potential for collisions is less. Such a prohibition would have a greater impact on redirecting traffic to the other access points to the neighborhood. It should be noted that conflicts with southbound traffic would not be significantly different for eastbound right turning traffic, because drivers entering Aviation would still have to enter the southbound lanes. Prohibiting all eastbound traffic would in essence result in a one-way westbound street (see below).

Lane Reduction

Since the collision rate appears to have increased after the third lane was added on Aviation Boulevard, reversing this condition was also considered. However, traffic volumes on Aviation Boulevard have continued to increase, and two lanes would significantly impair the ability for drivers to find gaps in the traffic flow in which to make turns at the intersection. Reduced lanes would decrease capacity on Aviation Boulevard, resulting in a cascade of adverse impacts, including congested intersections, longer commute times, more congestion, and an extended rush hour. This, in turn, would also increase the potential for an increase in non-resident cut-through traffic in our neighborhoods.

Improved Visibility

The existing block walls along the west side of Aviation Boulevard could be moved westerly to widen the parkway, thereby increasing the sight distance for eastbound traffic. This would permit

drivers to observe oncoming traffic and make a better judgment in entering Aviation Boulevard. It should be noted that drivers making eastbound left turns would still have to cross at least four lanes of traffic to enter a northbound lane. While this improvement would generally benefit eastbound traffic, it would not reduce the collision potential for northbound left turns. Also, it would require a partial property acquisition by the City that would reduce the depth of several adjacent residential backyards along Aviation Boulevard.

Stop Signs

Stop signs in all directions are not appropriate at either intersection due to the nature and operation of the major arterial street. Stop signs are rarely used on multi-lane streets. Aviation Boulevard carries in excess of 37,000 vehicles per day, and stop signs would not be able to handle the approach volumes. Stop signs would create significant rear-end collision potential because drivers would not expect a stop sign on a signalized street.

One-Way Street

12th Street or 19th Street could be designated a one-way street between Wendy Way and Aviation Boulevard in the westbound direction. While this measure would remove the collision potential for eastbound movements, it would redirect neighborhood traffic to other access points, such as Harkness Street which has limited access at Marine Avenue and is not signalized at Manhattan Beach Boulevard. It may also adversely impact access to the adjacent residences with garages on this street segment. Again, if additional traffic safety measures at the other intersection are not made, the overall collision potential may not be reduced at all.

Traffic Signal

The guidelines provided in the California Manual of Traffic Control Devices and the data collected for this study were used to perform a traffic signal warrant checklist at both Aviation Boulevard at 12th Street and Aviation Boulevard at 19th Street. These criteria have been widely accepted nationwide and are used by the City of Manhattan Beach. The installation of a traffic signal may be considered if one or more of the warrants are met. The findings indicate that two traffic signal warrants are met at Aviation Boulevard and 19th Street (four-hour and peak hour warrants), and no warrants are met at Aviation Boulevard and 12th Street. It was noted that the collision warrant is met for both intersections based on the number of collisions, but not the minimum volumes. However, a traffic signal with left turn arrows would directly address the types of collisions experienced at either intersection. Traffic signal installation costs including design and construction management would be approximately \$300,000.

CONCLUSION

The City Traffic Engineer has evaluated the potential reduction in collisions for each potential traffic safety measure, and weighed it against any adverse impacts to the neighborhood and the driving public. In addition, the appropriateness of the measures within the community was considered. It is important that any improvements made at one intersection not adversely impact the overall collision rate at other intersections, so a comprehensive approach is advised.

A new traffic signal at Aviation Boulevard and 19th would be the most appropriate improvement Street because this location is centrally located in Liberty Village, provides the best access to the majority of residents, and would have the least potential for "gridlock" from adjacent traffic signals.

The new traffic signal would be compatible with the existing traffic controls along Aviation Boulevard. This improvement would then allow residents to make protected eastbound left turns, and would not restrict any turn movements.

At Aviation Boulevard and 12th Street, a new traffic signal is not recommended, due to the failure to meet national warrants and the proximity to the existing traffic signal at Manhattan Beach Boulevard. Since Manhattan Beach Boulevard carries high traffic volumes, traffic backs up on Aviation Boulevard through the intersection at 12th Street. The addition of a new signal at 12th Street would introduce a stacking condition that could cause “gridlock” and other vehicle conflicts such as blocked views. Since a signalized left turn would be provided at 19th Street, it is recommended that northbound left turns at 12th Street be prohibited at all times. This would eliminate the current vehicle conflicts that have resulted in the recent collision history at this intersection. Further, since the existing eastbound left turn volumes are very low and sight distance is restricted, eastbound left turns should also be prohibited and the street restriped to enhance eastbound right turn sight distance. The northbound left turn prohibition at 12th Street could be implemented immediately as an interim measure before a traffic signal is installed at 19th Street.

The implementation of these measures will be expected to generate minor changes in neighborhood access for a small percentage of residents, but overall safety will be greatly improved and traffic volume shifts would be negligible. Daily traffic volumes on 12th Street are expected to decrease by about 300 vehicles per day (30 vehicles in the peak hour), while volumes on 19th Street east of Harkness Street would increase by an equivalent amount.

Attachments:

1. Collision History
2. Turning Movement Counts
3. Aerial Photo: Aviation Blvd. at 19th St.
4. Aerial Photo: Aviation Blvd. at 12th St.
5. Traffic Signal Warrant Checklist: Aviation Blvd. at 19th St.
6. Traffic Signal Warrant Checklist: Aviation Blvd. at 12th St.
7. Related Correspondence
8. Resident Petition for Aviation/19th
9. Notice Letter

ATTACHMENT 1: COLLISION HISTORY

TABLE 1

CITY OF MANHATTAN BEACH

**TRAFFIC SIGNAL WARRANT
ACCIDENT GUIDELINE SUMMARY**

**Aviation Boulevard and 12th Street
January 1, 2005 to July 31, 2007**

DATE	TIME	DIRECTION	TYPE	REASON
2005		NONE		
1/5/2006	18:18	EB LEFT VS. SB THRU	BROADSIDE	UNSAFE TURN
2/28/2007	08:41	NB LEFT VS. SB THRU*	BROADSIDE	UNSAFE TURN
3/26/07	17:14	EB THRU VS. SB THRU	BROADSIDE	UNSAFE ENTER
4/6/2007	15:58	NB LEFT VS. BS THRU*	BROADSIDE	UNSAFE TURN
4/27/2007	18:45	NB LEFT VS. SB THRU*	BROADSIDE	UNSAFE TURN
6/20/2007	19:56	NB LEFT VS. SB THRU*	BROADSIDE	UNSAFE TURN
6/25/07	18:17	NB LEFT VS. SB THRU*	BROADSIDE	UNSAFE TURN
6/25/2007	19:18	EB RIGHT VS. SB THRU	SIDESWIPE	UNSAFE TURN
7/6/2007	19:21	NB LEFT VS. SB THRU*	BROADSIDE	UNSAFE TURN

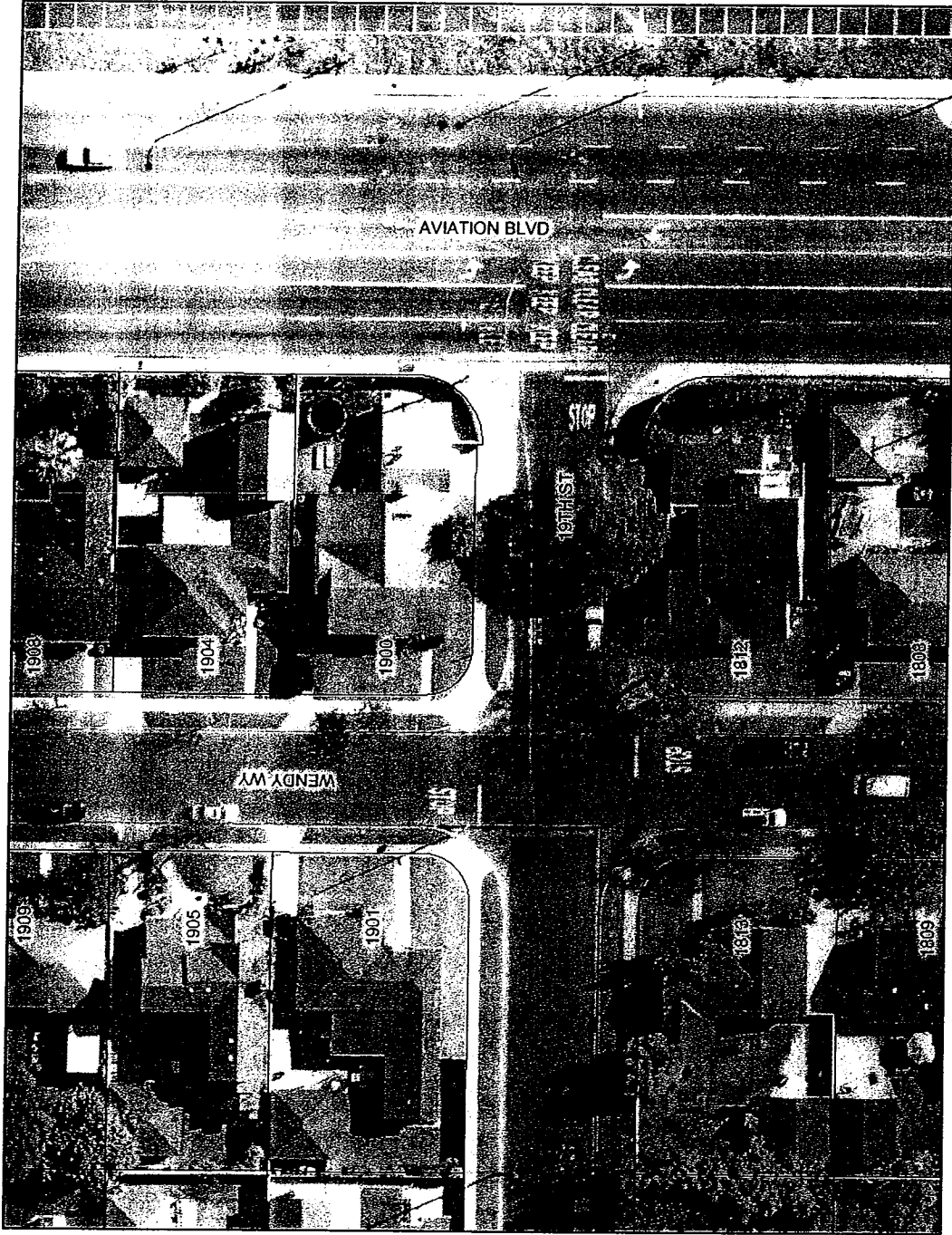
* - Left turn collision

**Aviation Boulevard and 19th Street
January 1, 2005 to December 31, 2007**

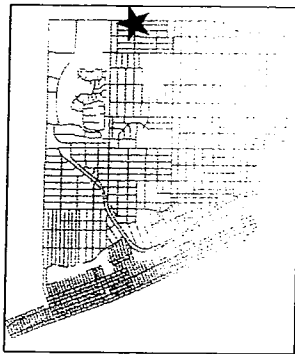
DATE	TIME	DIRECTION	TYPE	REASON
2005		NONE		
2006		NONE		
4/26/07	17:28	NB LEFT VS. SB THRU*	BROADSIDE	UNSAFE TURN
5/22/2007	17:51	NB LEFT VS SB THRU*	BROADSIDE	UNSAFE TURN
7/13/2007	16:24	NB LEFT VS SB THRU*	BROADSIDE	UNSAFE TURN
7/17/2007	18:51	NB LEFT VS SB THRU*	BROADSIDE	UNSAFE TURN
11/28/07	17:49	NB LEFT VS SB THRU*	BROADSIDE	UNSAFE TURN

* - Left turn collision

AVIATION BLVD. AT 19TH STREET



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.

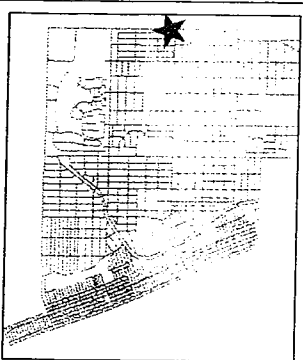


Legend

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

Scale: 1:635

AVIATION BLVD. AT 12TH STREET



Legend

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

Scale: 1:635



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.

Signal Warrants - Summary

Major Street Approaches

Northbound: Aviation Blvd
 Number of Lanes: 2
 Approach Speed: 44
 Total Approach Volume: 7,848

Southbound: Aviation Blvd
 Number of Lanes: 2
 Approach Speed: 44
 Total Approach Volume: 8,976

Minor Street Approaches

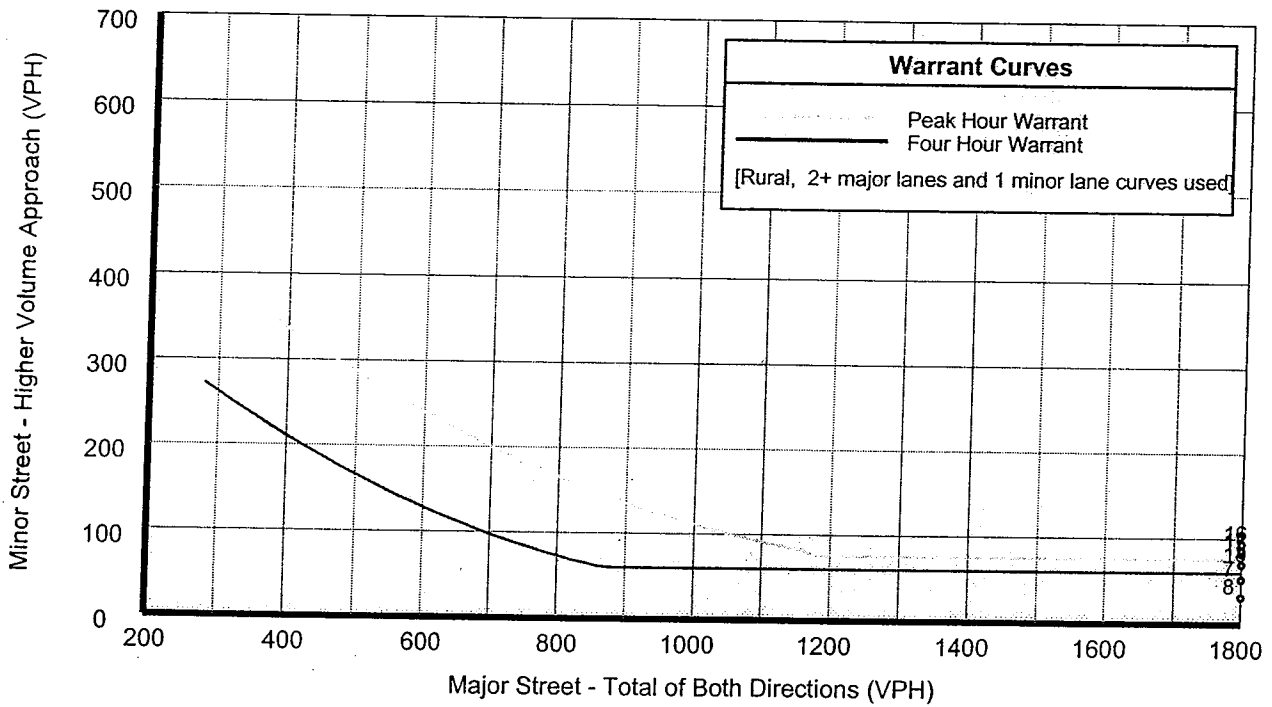
Eastbound: 19th St
 Number of Lanes: 1
 Total Approach Volume: 412

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Satisfied
<p>Warrant 1A - Minimum Vehicular VolumeNot Satisfied Required volumes reached for 0 hours, 8 are needed</p> <p>Warrant 1B - Interruption of Continuous TrafficNot Satisfied Required volumes reached for 4 hours, 8 are needed</p> <p>Warrant 1 A&B - Combination of WarrantsNot Satisfied Required volumes reached for 2 hours, 8 are needed</p>	
Warrant 2 - Four Hour Volumes	Satisfied
<p>Number of hours (4) volumes exceed minimum >= minimum required (4).</p>	
Warrant 3 - Peak Hour	Satisfied
<p>Warrant 3A - Peak Hour DelayNot Satisfied Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.</p> <p>Warrant 3B - Peak Hour VolumesSatisfied Volumes exceed minimums for at least one hour.</p>	
Warrant 4 - Pedestrian Volumes	Not Satisfied
<p>Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)</p>	
Warrant 5 - School Crossing	Not Satisfied
<p>Number of gaps > .0 seconds (0) exceeds the number of minutes in the crossing period (0).</p>	
Warrant 6 - Coordinated Signal System	Not Satisfied
<p>Nearest coordinated signal (280) is less than 1,000 feet away.</p>	
Warrant 7 - Crash Experience	Not Satisfied
<p>Number of accidents (5) meet minimum (5) but volumes do not.</p>	
Warrant 8 - Roadway Network	Not Satisfied
<p>Major Route conditions met. Volume requirements met.</p>	

City of Manhattan Beach
 Aviation Boulevard at 19th Street
 Prepared By Willdan Engineering

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	2,772	52	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
08:00	3,031	31	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	2,567	82	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
16:00	2,791	93	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	3,091	85	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
18:00	2,572	69	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
19:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

City of Manhattan Beach
 Aviation Boulevard at 12th Street
 Prepared By Willdan Engineering

Signal Warrants - Summary

Major Street Approaches

Northbound: Aviation Blvd
 Number of Lanes: 2
 Approach Speed: 44
 Total Approach Volume: 7,994

Southbound: Aviation Blvd
 Number of Lanes: 2
 Approach Speed: 44
 Total Approach Volume: 8,979

Minor Street Approaches

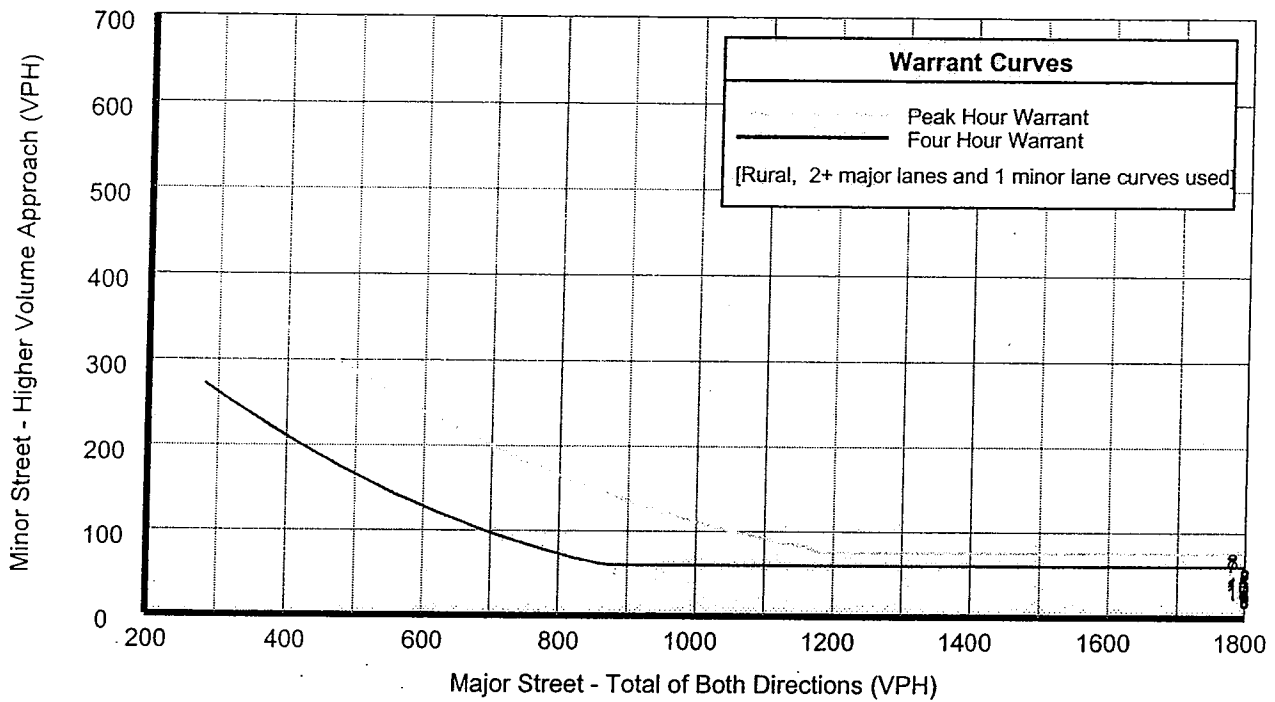
Eastbound: 12th St
 Number of Lanes: 1
 Total Approach Volume: 185

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A - Minimum Vehicular VolumeNot Satisfied	
Required volumes reached for 0 hours, 8 are needed	
Warrant 1B - Interruption of Continuous TrafficNot Satisfied	
Required volumes reached for 1 hours, 8 are needed	
Warrant 1 A&B - Combination of WarrantsNot Satisfied	
Required volumes reached for 0 hours, 8 are needed	
 Warrant 2 - Four Hour Volumes	 Not Satisfied
Number of hours (0) volumes exceed minimum < minimum required (4).	
 Warrant 3 - Peak Hour	 Not Satisfied
Warrant 3A - Peak Hour DelayNot Satisfied	
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour VolumesNot Satisfied	
Volumes do not exceed minimums for any hour.	
 Warrant 4 - Pedestrian Volumes	 Not Satisfied
Required 4 Hr pedestrian volume reached for 0 hour(s) and the single hour volume for 0 hour(s)	
 Warrant 5 - School Crossing	 Not Satisfied
Number of gaps > .0 seconds (0) exceeds the number of minutes in the crossing period (0).	
 Warrant 6 - Coordinated Signal System	 Not Satisfied
Nearest coordinated signal (290) is less than 1,000 feet away.	
 Warrant 7 - Crash Experience	 Not Satisfied
Number of accidents (6) meet minimum (5) but volumes do not.	
 Warrant 8 - Roadway Network	 Not Satisfied
Major Route conditions met. Volume requirements met.	

City of Manhattan Beach
 Aviation Boulevard at 12th Street
 Prepared By Willdan Engineering

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	2,748	49	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
08:00	2,978	53	EB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
09:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	2,567	25	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
16:00	2,952	22	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	3,107	20	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	2,569	16	EB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	52	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



August 17, 2007

To Erik Zandzliet:

As the Director and owner of Magic Rainbow Pre-School located at 1159 Aviation Blvd., Manhattan Beach for the last 25 years, I must voice my concern as well as my staff's about the re-configuration of Aviation Blvd. between Marine Ave. and Manhattan Beach Blvd. The addition of the third lane heading south has brought with it DAILY close call and numerous ACCIDENTS per WEEK! Some of these collisions have brought cars dangerously close to the walls and fences of our school where children are playing. The cars heading north on Aviation Blvd. try to make left turns onto 12th St. when 2 lanes of traffic are completely stopped and the new farthest west lane has a car speeding up to the intersection. This speeding car is completely hidden to the car turning left.

There are also cars exiting 12th St. attempting to go north on Aviation Blvd. that have also been hit by speeding cars in the west lane of Aviation Blvd.

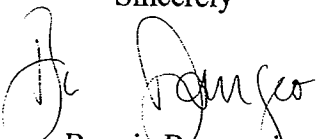
With the new configuration, the speeding cars in this far west lane are also forced to merge into south bound traffic to continue south on Aviation Blvd. This only adds to the congestion and confusion of this intersection.

Aviation Blvd. has become almost a freeway during certain hours of the day with cars speeding well over 50 miles an hour between Marine Ave. and Manhattan Beach Blvd.

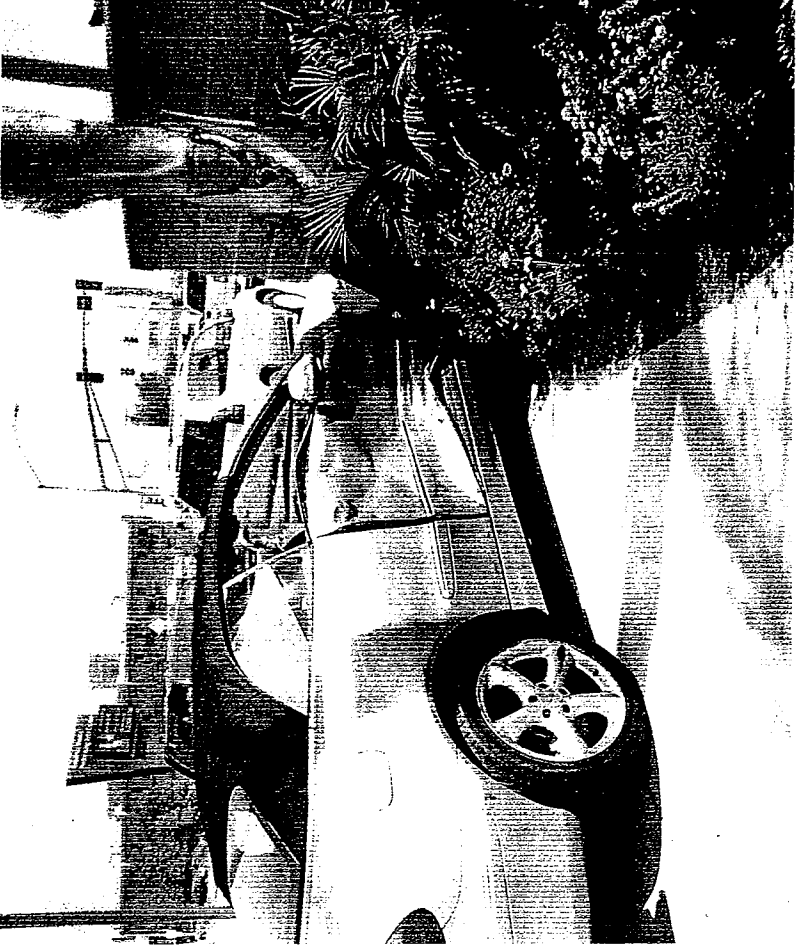
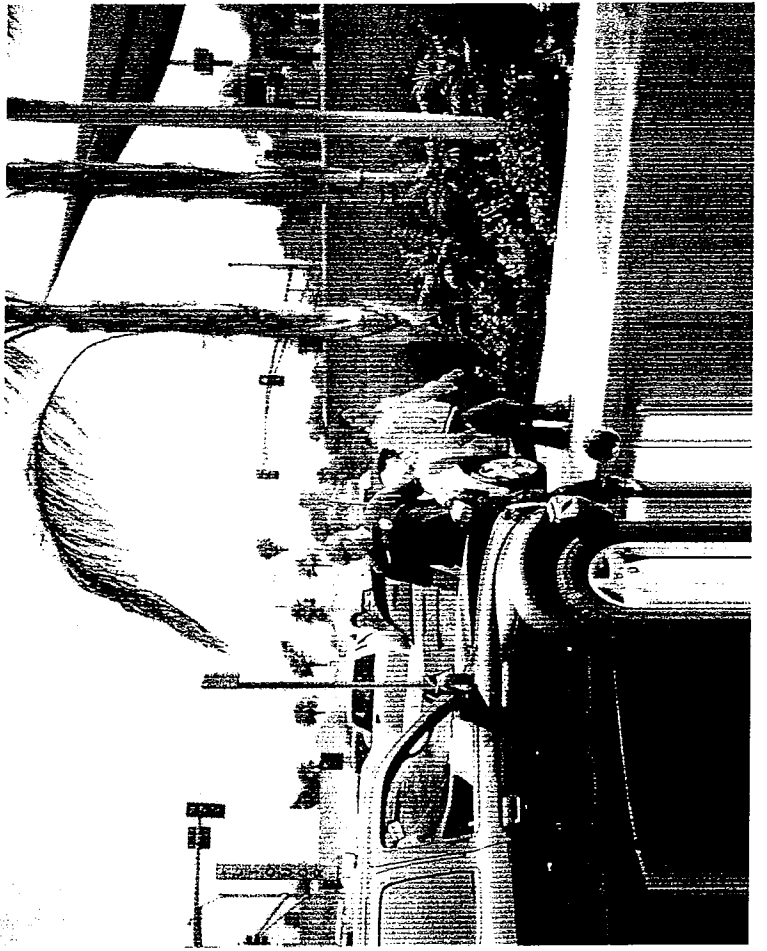
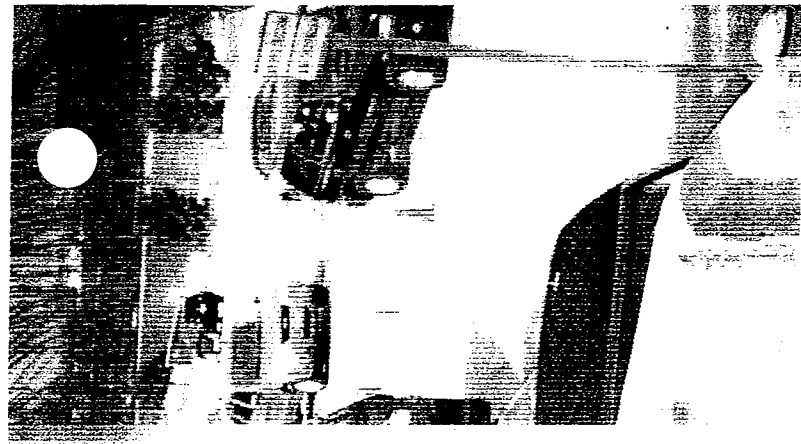
PLEASE consider traffic lights or no left turn postings. This new design has not been a positive for our community. Accidents and screeching tires have increased on a daily basis.

If any additional information is needed, please do not hesitate to contact me.

Sincerely



Bonnie Bourgeois



Ana Stevenson

From: JLonergan@da.lacounty.gov
Sent: Monday, June 09, 2008 4:23 PM
To: Ana Stevenson
Subject: traffic safety eval

This e-mail is in response to the Traffic Safety Evaluation at Aviation Blvd and 19th Street. I am a homeowner near this location (1801 Wendy Way). For the past 2 years, it seems like there's an accident at this location once a week. It's only a matter of time before there's a fatality. Either a traffic signal needs to be put in or the entry into Liberty Village at 19th and Aviation needs to be sealed off, preventing North bound traffic from attempting to enter 19th St (and traffic from 19th St trying to go Northbound on Aviation).

You won't get many complaints from the residents living in the immediate area if this entry/exit is sealed off. The inconvenience of getting to our houses from Marine Ave or MB Blvd is much less of a burden than the dangers our kids face by the cars speeding up and down Wendy Way when the Aviation traffic is backed-up.

I will not be able to attend the public meeting scheduled for June 26th. Please use this e-mail to document my input. Thank you.

John Lonergan
Deputy District Attorney
Hardcore Gang Division
(562)491-6348
jlonergan@da.lacounty.gov

Dear Neighbors:

As most of you know the number of automobile accidents occurring at 19th/Aviation is rapidly increasing. During the last 12 months we've been at the seen of at least 5 collisions. The automobile accidents occurred as the result of a vehicle going Northbound on Aviation, attempting to make a left hand turn onto 19th street and colliding with the vehicle driving Southbound on Aviation. In order to decrease the number of accidents occurring, we're asking for your support and signature on the attached petition to the City of Manhattan Beach. Your signature will help make our neighborhood a safer place.

(The attached photos were taken by digital camera after the last traffic accident which occurred on March 21, 2008 at approximately 5:00 pm.)

No Left Hand Turn 3-7 pm

Rachana Aisen 1612 Wendy Way
David Swartzlander 1805 Wally Way



City of Manhattan Beach Petition Form

We, the undersigned residents, do hereby petition the City of Manhattan Beach to:
No longer allow a left hand turn from the Aviation Blvd., Northbound left lane going West onto 19th St.,
in Manhattan Beach, CA. The purpose is to reduce traffic accidents as a result of those wishing to
make a left hand turn while driving North on Aviation Blvd. turning West onto 19th Street. (Please see
attached photos taken after the last accident occurred at this intersection on 3-21-08. Black vehicle
was making a left hand turn from the Northbound Aviation Blvd. left hand turn lane, while turning
West onto 19th. The silver vehicle was driving South on Aviation)

We attest that each undersigned person is 18 years or older and is a responsible owner or resident in the proposed block.

The designated contact person(s) are:

CONTACT PERSON: Gordana Vukotich DAYTIME PHONE NO: 626 780-0553 or 562 997-1587

ALTERNATE CONTACT: Senad Vukotich DAYTIME PHONE NO: 310 469-8289

NOTE: Only one responsible signature per residence is required.


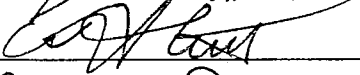

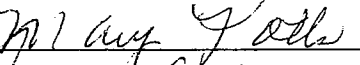
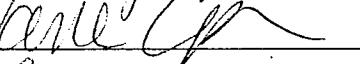
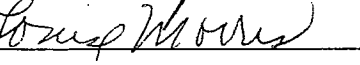
	SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1.	<i>Senad Vukotich</i>	SENAD VUKOTICH	1813 WENDY WAY	4-3-08
2.	<i>Rich Wong</i>	Rich Wong	1809 Wendy Way	4-4-08
3.	<i>Joanne Walter</i>	Joanne Walter	1901 Wendy Way	4-4-08
4.	<i>James R Walter</i>	JAMES R WALTER	1901 WENDY WAY	4-4-08
5.	<i>Diane Rich</i>	Diane Rich	1904 Wendy Way	4-4-08
6.	<i>Keith W. Rich</i>	KEITH W. RICH	1904 Wendy Way	4-4-08
7.	<i>Zoran Aleksich</i>	ZORAN ALEKSICH	1412 WENDY WAY	4-4-08
8.	<i>Tom Gilman</i>	TOM GILMAN	1808 Wendy Way	4-4-08
9.	<i>Dave Studds</i>	DAVE STUDDS	1804 Wendy Way	4-4-08
10.	<i>Mark Haanel</i>	Mark Haanel	1800 Wendy Way	4-5-08

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

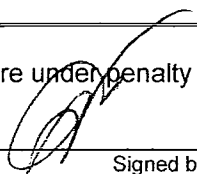
Gordana Vukotich Executed on 4-4-08 in Manhattan Beach, California.
 Signed by Contact Date

Petition on _____

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1. 	Ron Silberman	152 1712 Wendy Way	5 ¹³ Apr '08
2. 	Ernie Gonzalez	1808 Faymont Ave	4/5/08
3. 	Didra E. Davis	1812 Faymont Ave	4/5/08
4. 	MARY POTTS	1900 Faymont Ave	4/5/08
5. 	Jane Glavin	1812 Wendy Way	4/28/08
6. 	LOUISE MORRIS	1908 Wendy Way	4/28/08
7.			
8.			
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24.			

I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.


Signed by Contact

Executed on 4/4/08 in Manhattan Beach, California.
Date



City Hall 1400 Highland Avenue Manhattan Beach, CA 90266-4795
Telephone (310) 802-5000 FAX (310) 802-5001

June 4, 2008

***** PUBLIC MEETING NOTICE *****

Re: Traffic Safety Evaluation at Aviation Boulevard and 12th Street and Aviation Boulevard and 19th Street.

Dear Property Owner/Resident:

Pursuant to recent concerns from local residents, the City is conducting a traffic safety evaluation at the intersections of Aviation Boulevard at 12th Street and Aviation Boulevard at 19th Street.

The Parking and Public Improvements Commission will review the evaluation findings at a public meeting on Thursday, June 26, 2008. The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Interested parties are encouraged to attend the meeting and provide comments.

If you have any questions or would like any additional information, please call (310) 802-5540 or email astevenson@citymb.info.

Sincerely,

Ana Stevenson
Management Analyst
Community Development Department



**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF REGULAR MEETING
JUNE 26, 2008**

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 26th day of June, 2008, at the hour of 6:35 p.m., in the City Council Chambers of City Hall, at 1400 Highland Avenue, in said City.

B. ROLL CALL

Present: Adami, Gross, Silverman, Stabile and Chair Donahue.
Absent: None.
Staff Present: Zandvliet, Stevenson.
Clerk: Weeks.

C. APPROVAL OF MINUTES – May 22, 2008

A motion was MADE and SECONDED (Gross/Stabile) to approve the minutes of May 22, 2008.

AYES: Adami, Gross, Silverman and Chair Donahue.
NOES: None.
ABSENT: Silverman (arrived at 6:40 p.m.)
ABSTAIN: None.

D. AUDIENCE PARTICIPATION

None.

E. GENERAL BUSINESS

1. Aviation at 12th and 19th Street: Left-Turn Traffic Evaluation

Management Analyst Stevenson introduced this item.

Traffic Engineer Zandvliet presented the staff report and recommendation to install a new traffic signal at the intersection of Aviation Boulevard and 19th Street and prohibit eastbound and northbound left turn movements at Aviation Boulevard and 12th Street. He noted that correspondence and petitions requesting prohibition of northbound left turns at Aviation Boulevard and 19th Street due to an increase in collisions were received after a third southbound lane was installed on Aviation

Boulevard and that various measures to improve the situation could divert traffic to other residential streets in the area. He outlined the following potential traffic safety measures: install peak hour turn restrictions; prohibit turn movements; remove the third southbound lane on Aviation Boulevard; improve visibility by moving existing block walls along the west side of Aviation Boulevard; install stop signs in all directions; designate 12th or 19th Streets as one-way between Wendy Way and Aviation Boulevard in the westbound direction; and install a traffic signal at Aviation Boulevard and 19th Street, at a cost of approximately \$300,000.

In answer to questions from the Commission, Traffic Engineer Zandvliet provided input regarding the increased number of traffic collisions at Aviation Boulevard and 12th and 19th Streets from July 2007 through December 2007. He advised that the recommended traffic signal would be an on-demand type that would remain clear on Aviation Boulevard when no cars are waiting and that sealing off a street is a General Plan element, which the Commission could discuss and recommend to the City Council.

Commissioner Gross stated his support for considering the idea of closing off 19th Street, particularly since it appears that much of the traffic is caused by drivers who do not live in Liberty Village and are cutting through. He pointed out that energy is now an important consideration, but an additional traffic signal would reduce traffic speeds.

Commissioner Stabile voiced concern that there are currently three traffic signals within approximately one-half mile of this location, and another is now proposed.

Commissioner Adami entertained the idea of closing off one-half of 19th Street to restrict two-way traffic from accessing Aviation Boulevard.

Chair Donahue related his understanding that closing off streets should not be a consideration of the Commission at this time.

Traffic Engineer Zandvliet explained that the timing of the traffic signals in the area would be coordinated; that it is possible to have more than four traffic signals in a one-half mile radius without interruption; that, while energy is a consideration, traffic safety is of paramount importance; and that closing off 19th Street would result in approximately 1,000 vehicles being diverted to other streets.

Audience Participation

Cliff Davis, 1609 Wendy Way, recalled that closing off 19th Street was previously considered, but it would impede emergency vehicle access. It was his opinion that the third lane on Aviation Boulevard should be eliminated; that installing a traffic signal on Aviation Boulevard at 12th Street should be considered; that exiting Liberty Village would be very difficult if 19th Street is closed; and that installing hash marks should be examined.

Richard Wong, 1809 Wendy Way, explained that the traffic problems in the area began after the third lane on Aviation Boulevard was installed and that traffic speeds in the third lane are significant, especially when traffic on Aviation Boulevard is backed up; that a traffic signal at 19th Street and Aviation Boulevard would be very effective, but expensive and that he could agree with the idea of blocking off 19th Street.

Traffic Engineer Zandvliet clarified for Mr. Wong that most of the traffic collisions at 19th Street and Aviation Boulevard involved local residents; however, most of those at 12th Street involved drivers from out of town.

Jim Box, 1201 Faymont Avenue, commented that access to the freeway has become more difficult since the third lane on Aviation Boulevard was installed; that flashing lights, or an alternative thereto, could be installed on Aviation Boulevard to help reduce traffic speeds; that closing off 19th Street would divert traffic to other streets; and that a traffic signal at 19th Street and Aviation Boulevard would be moderately inconvenient, but preferable over the current situation.

Bill Bridwell, 1909 Manzanita Lane, discussed traffic safety problems in the area. He felt that 19th Street could be closed and that installing a traffic signal at 19th Street and Aviation Boulevard would be a good first step, but it would not stop the speeding problems and could result in increased traffic on 19th Street.

Diane Rich, 1904 Wendy Way, said that left turns onto 12th Street should be restricted; that the installation of a traffic signal would be better than nothing, but she would prefer closing 19th Street; that many accidents occurring during non-peak hours are not reported; that many of the problems are caused by drivers cutting through Liberty Village; that the dip at 19th Street and Wendy Way is very dangerous; and that the third lane on Aviation Boulevard made problems worse, but it should not be eliminated.

Commissioner Stabile voiced his understanding that it is not within the Commission's purview to address the number of lanes on Aviation Boulevard.

Traffic Engineer Zandvliet clarified that part of staff's recommendation is to prohibit northbound and eastbound left turn movements at Aviation Boulevard and 12th Street. He advised that a portion of Aviation Boulevard in question is in both Manhattan Beach and Redondo Beach and that the Commission is an advisory body that makes recommendations to the Council.

Fred Crawford, 1704 Wendy Way, contended that a traffic signal at 19th Street and Aviation would be the best solution. He disagreed with closing either 12th or 19th Streets.

Seema Grover-Wong, 1809 Wendy Way, shared information about the unsafe conditions in the area, particularly for pedestrians and children. She requested that an

interim measure to improve safety be implemented until a final decision can be made; noted that accidents have increased since the third lane was installed on Aviation Boulevard; voiced her concern that traffic from 12th Street would be diverted onto 19th Street should a traffic signal at 19th Street and Aviation Boulevard be installed; and supported closing off 19th Street.

Virginia Arenas, 1205 Faymont Avenue, discussed the unsafe conditions in the area; the poor visibility resulting from the existing block walls along the west side of Aviation Boulevard; the need for additional enforcement in the area; the adverse affect of the traffic on property values; and the problems caused by the previous removal of right-turn restrictions from Aviation Boulevard onto Marine Avenue. Ms. Arenas stated her disagreement with installing a traffic signal at 19th Street and Aviation Boulevard.

Bill Rich, 1904 Wendy Way, maintained that a traffic signal at 19th Street and Aviation Boulevard would be an unnecessary expense and that the elimination of left turns from Aviation Boulevard onto 12th and 19th Street would solve the great majority of the problems.

Kathy Austin, 1612 Wendy Way, favored installing left-turn restrictions at peak hours and evaluating the number of traffic collisions thereafter. It was her feeling that whatever is done at 19th Street should also be done at 12th Street.

Jeffrey Yakubik, 1612 Wendy Way, objected to the third lane on Aviation Boulevard and to closing 19th Street. He supported installing left-turn restrictions during peak hours and evaluating the effect of increased signage prior to installing a traffic signal. Mr. Yakubik agreed that whatever is done at 19th Street should be done at 12th Street.

Barbara Heacox, 1808 Harkness Street, felt that it is important to have a traffic signal at 19th Street and Aviation Boulevard during specified times and that 19th Street should not be closed.

Wilma Robinson, 1813 Lindgrove, commented that 19th Street should not be closed; that, contrary to a previous traffic study; most of the traffic in the area is caused by drivers who do not live in Manhattan Beach; that the third lane on Aviation Boulevard has resulted in problems and eliminating it would be helpful; and that she is neutral about installing a traffic signal at 19th Street and Aviation Boulevard.

Judy Kerner, Wendy Way, discussed her frustration due to the poor visibility from the block walls along the west side of Aviation Boulevard. She stated her agreement with installing a traffic signal at 19th Street and Aviation Boulevard and her objection to closing 19th Street.

Chair Donahue closed the public hearing at 7:47 p.m.

Commission discussion began with Commissioner Stabile pointing out that traffic safety must be an overriding concern and that it is not within the Commission's purview to eliminate the third lane on Aviation Boulevard or regulate the speed limit on Aviation Boulevard. He explained that he could not support a traffic signal on 19th Street at Aviation Boulevard because it would be overkill, would result in 19th Street becoming more of a thoroughfare and would inconvenience residents. Commissioner Stabile said that the traffic collisions appear to take place throughout the day, so restricting turns at specific times would not be adequate. He suggested that the ideas of creating right-turn pockets on Aviation Boulevard at 19th Street and improving sight lines at Aviation Boulevard and 12th Street be examined; that left turns from northbound Aviation Boulevard to eastbound 12th and 19th Streets be prohibited; and that left turns from 12th and 19th Streets onto Aviation Boulevard be prohibited.

Commissioner Adami agreed that safety should be an overriding concern. However, he felt that left-turn movements from northbound Aviation Boulevard to eastbound 12th and 19th Streets should be prohibited at specific times, and implemented on a trial basis.

Commissioner Gross related his opinion that left-turn movements from northbound Aviation Boulevard to eastbound 12th and 19th Streets and left turns from 12th Street and 19th Street onto Aviation Boulevard should be prohibited all of the time.

Traffic Engineer Zandvliet explained that restricting traffic movements could result in additional traffic on other streets and that left-turn restrictions could be implemented quickly.

Chair Donahue agreed that left turns from northbound Aviation Boulevard to eastbound 12th and 19th Streets should be prohibited all of the time. He discussed that left-turn restrictions out of 12th or 19th Streets onto Aviation Boulevard would greatly reduce traffic collisions and traffic on Wendy Way and that the idea of installing a right-turn pocket on Aviation Boulevard at 19th Street could be examined.

Commissioner Silverman suggested that this topic be re-visited after measures to improve the situation have been taken.

Traffic Engineer Zandvliet verified that traffic counts could be taken before and after measures to improve the situation have been taken.

A motion was MADE and SECONDED (Stabile/Gross) to:

- Prohibit left turns from northbound Aviation Boulevard to eastbound 12th and 19th Streets;
- Prohibit left turns from 12th and 19th Streets onto Aviation Boulevard;
- Create right-turn pockets on Aviation Boulevard at 19th Street;
- Revisit this situation in six months; and
- Examine ways to improve sight lines at 12th Street.

AYES: Adami, Gross, Silverman, Stabile and Chair Gross.
NOES: None.
ABSENT: None.
ABSTAIN: None.

Management Analyst Stevenson advised that the Commission's recommendation will be considered by the City Council on July 22, 2008, 6:30 p.m.

*

At 8:05 p.m., there was a recess until 8:20 p.m., when the meeting reconvened in regular agenda order with all Commissioners present.

*

2. **Downtown Parking Management Plan – Continue Public Hearing**

This item was introduced by Management Analyst Stevenson.

Traffic Engineer Zandvliet explained that this item was continued from the Parking and Public Improvements Commission meeting on May 22, 2008 and that the Commission's discussion of the item this evening was re-noticed. He outlined the Downtown Parking Management Plan Strategies recommended by the City Council and clarified that the middle level of Lot 3 is not under utilized; that various areas in the City are designated as unmetered zones by the Coastal Commission and the Coastal Commission's approval would be necessary for areas in the Coastal Zone; that the idea of installing parking meters in unmetered areas adjacent to commercial establishments is being examined; and that staff would not be in favor of installing meters in the upper level of the Civic Center lot because of the government-type uses it serves. Traffic Engineer Zandvliet noted written material provided by Mr. Don McPherson distributed during the meeting and he thanked Commissioner Gross for his additional thoughts, which helped stimulate discussion this evening.

Management Analyst Stevenson advised that the Coastal Commission has jurisdiction over all aspects of public parking close to the beach and that Lot 8 used to be metered, but the Coastal Commission required the removal of the meters. She mentioned that a requirement to park within 1,000 feet of a business is attached to some Conditional Use Permits.

Chair Donahue related his impression that many drivers will park in unmetered residential areas rather than pay for parking.

Commissioner Stabile discussed that the upper level of the Civic Center Lot could be metered after 6:00 p.m. He voiced his understanding that the Commission's

recommendations will be considered by the City Council and anticipated that raising parking meter rates/installing more meters adjacent to commercial properties would be approved by the Coastal Commission.

Commissioner Gross related his viewpoint that the elimination of merchant parking spaces in Lots 1 and 2 should be discussed under Strategy No. 9 (Provide monthly merchant permits and stickers for employees who may not be able to afford biannual permits).

Traffic Engineer Zandvliet advised that one alternative to Strategy No. 10 (Decrease merchant permit costs in Metlox structure to make parking lots more attractive than free residential street spaces) would be to raise the six-month permit parking rate and implement an employer incentive program to lower rates for employees and that the idea of Strategy No. 11 (Allow residents to override time limit parking restrictions in residential zones within the Downtown area) is to provide hang tags tied to vehicles and temporary visitor permits tied to residents' addresses.

Chairman Donahue opened the public hearing.

Michael Zislis, President of the Downtown Business and Professional Association and owner of various businesses in Manhattan Beach, related his concern that various ideas provided by staff are not as the DBPA understood them to be, and that they differ from the Strategies recommended by the Council as well. He discussed that lots under utilized at the current parking rate will be very much under utilized at an increased rate; that ATM style cash keys are a good idea and could be sold at various Downtown establishments; that employee parking in the lower level of the Metlox structure could be offered at \$10.00 per month; that high impact uses should pay parking taxes; that, if the system were equitable, he could support merchants paying for employee parking permits; that problems on Valley could be resolved with three-hour parking; that Strategy No. 15 (Implement a parking directional sign plan with a distinctive and clear identity) is necessary and should be installed immediately. Mr. Zislis felt that this matter has been extensively discussed and that action should be taken as soon as possible.

Commissioner Gross related his feeling that parking in under utilized lots would have to be free in order for employees to park there and that there are many small parking spaces Downtown in which micro cars could fit. With regard to concerns expressed by the Downtown Business and Professional Association, he clarified that the information presented by staff was compiled prior to receiving input from the public and the Commission.

Ron Koch, Chairman of the Business Improvement District (BID) in the Downtown area, echoed Mr. Zislis' comments. He suggested that consideration be given to how doubling the parking meter rates in the Downtown area will affect the customer base; that there appears to be a disconnect between the people who are administering the parking plan and the users; that employers should be required to

provide parking spaces/fees for their employees in under utilized lots; that this item needs to be further addressed and the Commission should not make recommendations to the Council this evening; and that care must be taken not to make too many changes at once.

David Arias, 1219 Morningside Drive, provided input regarding his examination of the existing parking situation and recommendations for the Downtown area, including the excessive revenues that would be generated from the proposed parking rate increases. It was his opinion that behavior could be changed through an employer parking program requiring employees to park in the least desirable areas; that parking rate increases will not deter drivers from parking where it is convenient; that it is not necessary to extend the metered parking hours to 7:00 or 8:00 a.m.; that parking rates for part-time employees should be less, but not free; that more revenue will be generated by issuing more permits at lower rates; and that the proposed parking plan will tax business owners in the Downtown area and could discourage customers from shopping there.

Commissioner Gross explained that the main purpose of this effort is to change behavior, not generate revenues, and that any extra revenue generated could be used to subsidize an employer parking program.

Noting that her comments are centered around one block on 11th Street, **Edna Murphy, 625 11th Street**, related her agreement with the majority of the proposed Strategies, including increased parking meter rates to encourage short visits to the Downtown area, but not an extension of metered parking to 7:00 a.m. She asked that the idea of crafting parking permit programs for specific areas be considered and that the Commission examine Hermosa Beach's resident permit parking plan and problems resulting from employees of Advanced Painting parking on 11th Street.

Mary Ann Barney, Executive Director of the Downtown Business and Professional Association, shared information on her efforts to inform Downtown business owners of the importance of educating employees about parking. She indicated that some of the proposed Strategies are different than those to which the DBPA agreed; that pass keys need to be made available to patrons, and she would be willing to assist in this process; that the biggest issue appears to be encouraging employees to park in the lower Metlox Lot; that monthly parking permits should be issued for part-time employees; and that a parking fee of \$2.00 per hour seems excessive.

Commissioner Silverman commented on the importance of considering every group during the decision-making process. He noted the objective to alleviate stress of parking Downtown.

Traffic Engineer Zandvliet explained that a resident parking permit program for a portion of the City could be approved and that approximately one-half or more of the

Downtown business owners have indicated they would not pay for employee parking permits on a voluntary basis.

Referring to written material he provided during the meeting, **Don Macpherson, 1014 1st Street and owning residential property at 10th and Bayview**, stressed the importance of coordinating with the Coastal Commission far in advance of presenting a Downtown parking plan to them. He entertained the idea of freeing up parking spaces for the public to use in Lots 1 and 2 and moving merchant parking elsewhere.

Jackie May, 10th Street and Highland, observed that discussion of parking problems has addressed businesses and residents, but not beachgoers. Ms. May explained that she does not have problems parking in her neighborhood, but parking there is difficult for visitors, and that she could support residential parking permit requirements with temporary visitor permits.

Chair Donahue closed the public hearing at 10:00 p.m.

*

At 10:00 p.m., there was a recess until 10:15 p.m., when discussion of the Downtown Parking Management Plan continued with all Commissioners present.

*

The Commissioners generally agreed that, given the late hour, it would be a good idea to express their thoughts and continue the item.

Management Analyst Stevenson clarified the three big issues at hand: raising parking meter rates; implementing a residential parking permit program; and implementing a merchant parking program whereby employers pay employee parking.

Commissioner Adami observed that implementing a directional sign plan for parking would be a quick fix.

A MOTION was MADE and SECONDED (Gross/Adami) to form a subcommittee consisting of two Parking and Public Improvements Commissioners to examine the idea of installing directional parking signage Downtown, with the understanding that immediate temporary signs that fit within the directional sign program are a priority.

AYES: Adami, Silverman, Stabile, Gross and Chair Donahue.
NOES: None.
ABSTAIN: None.
ABSENT: None.

A MOTION was MADE and SECONDED (Silverman/Stabile) to nominate Commissioners Gross and Adami to serve on the Parking and Public Improvements Commission subcommittee to examine the idea of installing directional parking signage

Downtown, with the understanding that immediate temporary signs that fit within the directional sign program are a priority.

AYES: Adami, Silverman, Stabile, Gross and Chair Donahue.
NOES: None.
ABSTAIN: None.
ABSENT: None.

Mentioning that this is his first meeting as a Parking and Public Improvements Commissioner, Commissioner Adami said that he would like more information prior to making any determinations. However, he stated his disagreement with parking meters in residential areas and that requiring parking meters after 10:00 p.m. would create problems. He noted a residential parking permit program in another city that includes the capability of obtaining visitor permits over the internet, as well as machines in another city that accept credit cards for payment of parking.

Commissioner Stabile voiced his understanding that removing employer/employee parking from the streets and into parking lots/redistributing parking into under utilized lots are of high priority and he indicated the following: that he would like to see a system where employers are required to either provide on-site parking for employees or pay for employee parking permits that would be valid only in the lower Metlox Lot, upper Lot 3 and lower Civic Center Lot, with the permits being tied into the business license renewals; that employer/employee parking should be eliminated in Lots 1 and 2 to free up spaces for beach and customer parking in the southwest quadrant, where there appears to be a shortage; that he could not support metered parking in residential areas or a residential override program (complicated and difficult to enforce), but could support a residential parking permit system for residents only, that is as close to free as it can be and includes a mechanism to obtain visitor parking permits over the internet; that he could support the proposed recommendations for parking meter rates and meters in commercial areas; and that meters on the upper level of the Civic Center Lot should be from 6:00 p.m. forward so parking there during business and Library hours would be free.

Commissioner Silverman stated his opposition to extending parking meter hours to 7:00 a.m.; his concern that the Downtown Business and Professional Association had a different impression than the recommendations before the Commission this evening; his agreement with proposed Strategy Nos. 3 (Increase the number of 24-minute street parking adjacent to certain businesses with short-term parking needs), 4 (Increase time limits in the upper level of Metlox structure to 3 hours), 5 (Increase time limits lower level of Metlox structure to 10 hours and on the upper level of Lot 3) and 6 (Pursue installation of ATM style cash key recharge stations in public lots), but not for a profit. He commented that he would like additional information prior to requiring parking meters after 10:00 p.m.; that \$2.00 per hour for parking seems excessive; that the concentration should be on removing employer/employee parking from the streets; that an employer parking program for employees could be subsidized and he would prefer

providing incentives rather than requiring such a program; and that he could agree with a residential parking permit system as a pilot program with a review in the future.

Commissioner Gross expressed his concern over being able to adequately sell the program to the Council and the Coastal Commission. He indicated his agreement with many of Commissioner Stabile's ideas and pointed out that their success would depend on how they are implemented. Commissioner Gross pointed out that parking payment machines were previously utilized at the lower beach lot, but they failed, and that a subcommittee could be formed to help avoid any more surprises such as those mentioned this evening by various speakers from the Downtown Business and Professional Association, to examine possible locations for free employee parking, which could be subsidized by businesses and, possibly, the City, with different parameters for small and large businesses, and to examine means of distributing cash keys in the near future on a temporary basis. It was his opinion that a \$2.00 per hour parking rate is a good idea because there should be a big enough differential between where drivers want to park and where the City wants them to park, but this has been poorly communicated; that directional parking signs are very important in changing behavior; that he could agree with implementing 24 minute street parking adjacent to businesses with short-term parking needs and increasing time limits in the upper level of the Metlox Lot to three hours; that parking meters should accept tokens or dollar coins, instead of other coins; that it is very important to remove employer/employee parking from Lots 1 and 2; and that enforcement is a very important issue that must be addressed.

Traffic Engineer Zandvliet clarified that a \$2.00 per hour parking rate has been a recommended policy from the beginning of the discussions about Downtown parking.

F. COMMISSION ITEMS

Parking Meter Revenues and Traffic Violations Revenues Report

Provided in agenda packets.

G. STAFF ITEMS

None.

H. ADJOURNMENT

The meeting was adjourned at 10:50 p.m.



EXHIBIT

B

City Hall 1400 Highland Avenue

Manhattan Beach, CA 90266

Telephone (310) 802-5000

FAX (310) 802-5001

July 7, 2008

***** PUBLIC MEETING NOTICE *****

Re: Traffic Safety Evaluation at Aviation Boulevard and 12th Street and Aviation Boulevard and 19th Street Intersections.

Dear Property Owner / Resident:

On July 26, 2007, the Parking and Public Improvements Commission reviewed a request for a traffic evaluation at Aviation Boulevard and 12th Street and Aviation Boulevard and 19th Street Intersections. The Commission voted to recommend the following:

- Prohibit left turns from northbound Aviation Boulevard to eastbound 12th and 19th Streets;
- Prohibit left turns from 12th and 19th Streets onto Aviation Boulevard;
- Create right-turn pockets on Aviation Boulevard at 19th Street;
- Examine ways to improve sight lines at 12th Street; and
- Revisit this situation in six months.

The City Council will review these recommendations at a public meeting on Tuesday, July 15, 2008. The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Any comments you might like to make at the meeting would be welcomed.

Please note, however, that the issue will be on the portion of the council 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 at (310) 802 5540 or email me at astevenson@citymb.info.

Sincerely,


Ana Stevenson

Management Analyst

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