






Staff Report

City of Manhattan Beach

TO: Honorable Mayor Montgomery and Members of the City Council

THROUGH: Geoff Dolan, City Manager 

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

DATE: August 5, 2008

SUBJECT: Consideration of a School Area Traffic Study Regarding Follow Up Evaluation for Robinson Elementary School

RECOMMENDATION:

It is recommended that the Council pass a motion to approve the Parking and Public Improvements Commission recommendation to continue the initial traffic safety measures and implement the following additional measures for the area surrounding Robinson Elementary School (as amended by PPIC on July 10, 2008 in bold):

- A. Paint a white student loading zone and divided lane line in the existing turnout in front of Robinson Elementary School.
- B. Relocate existing school loading zone on Francisco Street easterly to the CDC gate and add an afternoon loading time between 2:30pm and 3pm.
- C. Implement a regular and rotating police presence at Robinson School to enforce traffic laws. **Use all available methods to increase police presence, including parking unmanned police vehicles near school.**
- D. **Recommend the City Council have a dialogue with school administrators to coordinate a program to supervise school loading zones with police personnel or other volunteers.**

FISCAL IMPLICATION:

The recommended measures could be accomplished through existing City Department programs and budgets.

BACKGROUND:

In November 2002 the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). The Program established a set of procedures for evaluating neighborhoods in an effort to improve livability of neighborhood streets. In March 2003 and included in the 2008-09 Work Plan, the Council directed staff to conduct studies of traffic and parking conditions in

the areas surrounding the schools in Manhattan Beach. Since each school area has unique conditions and issues, each school is being evaluated separately.

DISCUSSION:

The NTMP Program has been followed in developing a comprehensive traffic safety strategy for the Robinson Elementary School to address both school and resident related issues. A short summary of actions pursuant to the NTMP process is listed below:

August 29, 2006 – Initial meetings with school representatives to discuss school related traffic concerns.

November 2006 – Public notice to residents and school parents including invitation to submit comments and suggestions to improve neighborhood and school area safety.

December 7, 2006 – PPIC held public hearing and reviewed the list of initial recommendations prepared by the Traffic Engineer.

February 7, 2007 – Public workshop with residents and school to discuss proposed measures and gather comments.

March 20, 2007 – City Council discussed and approved initial measures.

April 2007 – Public Works crews implemented traffic safety measures.

November 2007 to present - Staff conducted follow-up investigations of traffic safety measures.

November 2007 – Minor revision made to modify Morningside Drive loading zone hours and sign placement. White stripe added along loading zone.

April 2008 – Follow up meeting held with school representatives to review initial measures and discuss additional measures to be considered.

July 10, 2008 - PPIC held public hearing and reviewed the follow-up study findings and recommendations.

In addition, the local streets surrounding Robinson Elementary School were reviewed to determine if any were candidates for speed humps. Since recurrent speeding was not observed during school hours on any eligible local streets, this measure is not recommended at this time. It should be noted that 1st Street is considered primary emergency route, and therefore would not be eligible for speed humps. Francisco Street and Morningside Drive are shared with the City of Hermosa Beach.

Initial School Area Measures

The following initial measures were evaluated to determine their effectiveness:

1. Replace missing traffic signs and street name signs.

2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Post a new "Student Loading Zone 7:45am to 9am, 1pm to 3pm School Days Only" on the east side of Morningside Drive between the school turnout and Francisco Street to the south
5. Add a new student "Student Loading Zone 7:45am to 8:30am School Days Only" on the north side of Francisco Street adjacent to the kindergarten gate.
6. Post "NO LEFT TURN" signs from southbound Morningside Drive into the Robinson School loading turnout.
7. Post "RIGHT TURN ONLY" signs out of the Robinson School loading zone onto Morningside Drive.
8. Paint new school crosswalks on the south and west legs of the intersection at Morningside Drive and 1st Street.
9. Paint new school crosswalk on the east leg of Francisco Street at Morningside Drive.
10. Install stop signs and school crosswalks in all directions at the intersection of Morningside Drive and 2nd Street.
11. Install "NO PED XING" signs on the east and west legs of 1st Street at Vista Drive.
12. Encourage the school to start a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
13. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
14. Encourage the school to create a new on-campus student loading area in the staff parking lot along Francisco Street.
15. Prepare Suggested Routes to School map for distribution to parents.
16. Encourage the school to distribute traffic safety handouts regularly throughout the school year.
17. Conduct crossing guard study at 1st Street and Morningside Drive.
18. Conduct crossing guard study at Francisco Street and Morningside Drive and at Francisco Street and Valley Drive.
19. Request the City of Hermosa Beach to modify street sweeping restrictions to avoid conflict with school hours.
20. Post a street sweeping restriction on the east side of Morningside Drive adjacent to the school.
21. Work with the school to explore pedestrian improvements to encourage use of the pedestrian access gate at Ingleside Drive.
22. Paint 20 feet of red curb on the south side of 1st Street just west of Ingleside Drive adjacent to the crosswalk.

PPIC Meeting

On July 10, 2008, the PPIC discussed the follow up findings and heard testimony from three residents and Ms. Loretta Summers, the school PTA Safety Chair. The speakers described concerns related generally to unauthorized student loading along 1st Street adjacent to the staff parking lot, as well as about the benefits and potential impacts of re-opening the loading zone turnout in front of the school. The Commission was supportive of all of the Traffic Engineer's recommended actions, and added an additional recommendation:

- D. Recommend the City Council have a dialogue with school administrators to coordinate a program to supervise school loading zones with police personnel or other volunteers.

During their discussion, the Commission felt it was important that the City become directly involved with creating an adult supervised loading zone assistance program, possibly in cooperation with the particular City Councilmember assigned to each elementary school. Depending on each school's ability and circumstances, supervision could be any combination of school staff, parent volunteers, police volunteers or extra crossing guards. The Commission voted unanimously to recommend implementation of all measures on a trial basis including the added items by a 5-0 vote.

Next Steps

Pursuant to the Neighborhood Traffic Management Program, once approved by the City Council, the initial measures would remain in place and new measures would be implemented. The City will continue to work with residents, Robinson Elementary School and the School District to coordinate and monitor all measures. If the monitoring uncovers possible improvements that might improve traffic flow and safety, changes to the comprehensive plan would then be recommended to the PPIC as defined in the NTMP process.

Both the Fire and Police Departments have been involved in the preparation of the School Area NTMP and have no preliminary objections to the recommended actions. By way of mailed notices, the residents, school officials and affected parties surrounding the school campus were invited to the PPIC and City Council meetings.

- Exhibit:
- A. Robinson Elementary School Neighborhood Vicinity Aerial Map
 - B. PPIC Report dated 7/10/08 with attachments
 - C. Draft PPIC Minutes 7/10/08
 - D. City Council Meeting Notice
 - E. Public Comments

EXHIBIT A

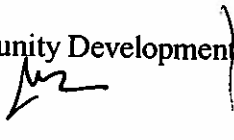


**Robinson Elementary School
Neighborhood Vicinity Aerial Map**

EXHIBIT
B

CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Parking and Public Improvements Commission

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

BY: Erik Zandvliet, Traffic Engineer

DATE: July 10, 2008

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

RECOMMENDATION:

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

1. Paint a white student loading zone and divided lane line in the existing turnout in front of Robinson Elementary School.
2. Relocate existing school loading zone on Francisco Street easterly to the CDC gate and add an afternoon loading time between 2:30pm and 3pm.
3. Implement a regular and rotating police presence at Robinson School to enforce traffic laws.

BACKGROUND:

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

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

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

- a
- Step 1-** Identify Candidate Streets/Neighborhoods
 - Step 2-** Preliminary Screening and Evaluation
 - Step 3-** Engineering Analysis/Preliminary Recommendations
 - Step 4-** Neighborhood Meetings and Survey/Petitions
 - Step 5-** Develop, Install, and Evaluate Test projects
 - Step 6-** Determination of Permanent Project
 - Step 7-** Monitoring

To initiate the NTMP process, City and Police Department Staff met on several occasions with school representatives and local resident groups to listen and discuss school related traffic concerns. Additional comments gathered at a public meeting on February 7, 2007 and via correspondence to the City have also been incorporated into the analysis.

On December 7, 2006, the PPIC heard public testimony and reviewed the list of initial recommendations prepared by the Traffic Engineer to begin addressing school and resident concerns in the neighborhood surrounding the Robinson Elementary School. At that meeting, both residents and school representatives gave additional insight into traffic conditions surrounding the school campuses. The Commission voted to make several changes to the recommended measures.

On March 20, 2007, the City Council discussed the Commission's recommendations and heard additional public testimony from school representatives and residents surrounding the school area. The City Council approved initial measures numbered 1 through 22 for a trial period and authorized funding for one crossing guard.

Immediately after the City Council meeting, the Public Works Department began implementing the sign and marking changes. Some of the work was completed during Spring Break 2007 and the remainder before school resumed in August 2007.

Pursuant to a request from the school in November 2007, the City modified the loading zone hours and sign placement on Morningside Drive in front of the school. In addition, a white line was painted to delineate the loading zone queue area.

DISCUSSION:

Robinson Elementary School is located on Morningside Drive in the southwest quadrant of the city, just north of Hermosa Beach City Limits. The school attendance boundary extends from beach on the west, Manhattan Beach Boulevard to the north, Sepulveda Boulevard to the east, and the City Limits to the south. There are 379 students in Grades K through 5. School begins at 8:15am and 8:55am with two dismissals at approximately 2:05pm and 2:45pm. Kindergarten and minimum days have different schedules. There are 34 off-street parking spaces on the school campus.

Circulation around Robinson School is primarily via Morningside Drive in front of the school, and Francisco Street along the side, and 1st Street north of the school. Kindergarten students primarily use a side gate along Francisco Street and the front loading zone. A loading zone turnout is painted with red curb on the Morningside drive frontage. Staff parking is in two primary lots, comprised of 12 spaces in the 1st Street lot and 19 spaces in the Francisco Street lot. Three additional spaces are provided in the front turnout area. A limited-time green zone for approximately four vehicles is painted on the east side of Morningside Drive along the turnout area.

The local neighborhood streets surrounding Robinson Elementary School are built in a grid network and served by local collector streets such as 1st Street and Highland Avenue. Many streets are narrow and short in length. The streets surrounding the school are improved with curbs, gutters and some sidewalks. Morningside Drive is 40 feet wide, and narrows to 30 feet north of 1st Street. Most other streets are 30 feet wide, with 20 feet wide alleys serving residential garages. All of the local streets surrounding the school campuses are congested at arrival and dismissal times on school days, often blocking local residential traffic. Parking is generally allowed on both sides of the streets and prohibited in alleys.

EVALUATION OF INITIAL MEASURES

Staff conducted several follow-up field investigations to evaluate the effectiveness of the implemented traffic safety measures. Traffic flow during school hours has improved, particularly along Morningside Drive and Francisco Street. Congestion continues to occur along 1st Street, largely due to the narrowness of the street. Overall, field reviews confirm that traffic is flowing smoother, and appears to be more orderly. This can be attributed several factors: the designated loading zone in front of the school, new turn restrictions, loading instructions issued to the parents by the school, clear traffic markings as well as heightened police presence and a school campaign to walk to school. The improvements show how the combined efforts and cooperation of school leaders, PTA officials, City departments and Police staff have been able to make a difference. It also shows that all three "E's" - Engineering, Education and Enforcement, are necessary to make a traffic safety system work.

Ms. Nancy Doyle, the Robinson Elementary School Principal and PTA have been very involved in all stages of this School area plan. Staff met with school representatives on April 2008, to discuss their observations and suggestions for changes to the current plan. Their comments have been incorporated into this evaluation.

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

1. Replace missing traffic signs and street name signs. This action has been completed and appears to be improving driver compliance of the rules-of-the-road, as well as raise awareness of pedestrians and discourage speeding in the school area.

2. Concentrate traffic and parking enforcement around the school campus on a regular basis. Additional police enforcement has been made, especially in the Fall, however, school representatives note that enforcement activity has been reduced in recent months.
3. Paint school crosswalks and markings on an annual basis. This action has been implemented at several locations to reinforce compliance of pedestrian right-of-way rules and raising awareness of pedestrians in the school area.
4. Post a new "Student Loading Zone 7:45am to 9am, 1pm to 3pm School Days Only" on the east side of Morningside Drive between the school turnout and Francisco Street to the south. This measure was implemented during Spring Break 2007 and the time was adjusted at the request of the school to more closely match the school loading times. This extended loading zone has improved traffic circulation in front of the school and is used for short-term parking during non-loading hours. In addition, the City added a third loading zone sign and painted a white stripe to designate the loading zone area pursuant to subsequent discussions with school representatives. This stripe has improved the orderliness of the loading operation.
5. Add a new student "Student Loading Zone 7:45am to 8:30am School Days Only" on the north side of Francisco Street adjacent to the kindergarten gate. This measure was implemented during Spring Break 2007 primarily to designate a loading zone for kindergarten students close to their classrooms. School representatives have asked that this zone be relocated to a gate further east that is open to all students during the morning arrival time instead.
6. Post "NO LEFT TURN" signs from southbound Morningside Drive into the Robinson School loading turnout. This measure was completed during Spring Break 2007 and has been found to reduce vehicle conflicts and congestion along Morningside Drive. Parents are now accustomed to entering the loading queue line in the northbound direction only. At the request of the school, an additional sign has been placed to reinforce this prohibition.
7. Post "RIGHT TURN ONLY" signs out of the Robinson School loading zone onto Morningside Drive. This measure was completed during Spring Break 2007 and appears to be reducing vehicle conflicts, back-ups and congestion along Morningside Drive.
8. Paint new school crosswalks on the south and west legs of the intersection at Morningside Drive and 1st Street. This measure was completed during Spring Break 2007 and has helped make drivers more aware of pedestrian crossings at this intersection.
9. Paint new school crosswalk on the east leg of Francisco Street at Morningside Drive. This measure was completed during Spring Break 2007 and appears to be raising driver awareness of a school zone and school age pedestrians. Drivers stop more often behind the crosswalk lines and look both ways.

10. Install stop signs and school crosswalks in all directions at the intersection of Morningside Drive and 2nd Street. This measure has been completed and has improved both pedestrian and driver safety at the intersection by providing positive right-of-way control for all users.
11. Install "NO PED XING" signs on the east and west legs of 1st Street at Vista Drive. This measure was completed during Spring Break 2007 and has prevented many pedestrian conflicts at the side vehicle gate to the school. However, additional enforcement and education is necessary to reduce the number of violators at this location.
12. Encourage the school to start a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones. School representatives should be present at the meeting to inform the Committee on any actions they have taken to implement a formal program. The school does post loading zone signs and places cones in the loading zone area to keep an orderly flow.
13. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students. The school encourages walking on certain days as a way to get students in the habit of walking to school. School representatives may be able to provide additional details.
14. Encourage the school to create a new on-campus student loading area in the staff parking lot along Francisco Street. This measure was discussed with school representatives for their consideration to present to the School District as a capital project. Status is unknown at this time.
15. Prepare Suggested Routes to School map for distribution to parents. A new Suggested Route to School map prepared by the City will be distributed at the start of the upcoming school year. This action will help educate parents and students of the preferred routes when walking or biking to school. It can be used to encourage more walking to school, thereby reducing traffic congestion on streets surrounding the school.
16. Encourage the school to distribute traffic safety handouts regularly throughout the school year. This action will remind school staff, students, parents and other users to follow the recommended driving, walking and parking practices in order to reduce potential residential impacts.
17. Conduct crossing guard study at 1st Street and Morningside Drive. The crossing guard study is still pending at this time.
18. Conduct crossing guard study at Francisco Street and Morningside Drive and at Francisco Street and Valley Drive. The crossing guard study is still pending at this time.
19. Request the City of Hermosa Beach to modify street sweeping restrictions to avoid conflict with school hours. The City of Hermosa Beach decided not to change the street sweeping restrictions due to resident objections.

20. Post a street sweeping restriction on the east side of Morningside Drive adjacent to the school. This measure was completed on the east side of Morningside Drive.
21. Work with the school to explore pedestrian improvements to encourage use of the pedestrian access gate at Ingleside Drive. The School's past practice is to regularly open the pedestrian access gate at Ingleside Drive except during when it is raining or during a special event on the adjacent field.
22. Paint 20 feet of red curb on the south side of 1st Street just west of Ingleside Drive adjacent to the crosswalk. This measure was implemented during Spring Break 2007 and appears to have improved visibility of pedestrians crossing at the intersection from the south side.

Other Possible Measures

Pursuant to the City's discussions and meetings with school representatives, several additional measures have been considered:

Paint a marked crosswalk in the front of the school at the south end of the loading turn-out.

The City Traffic Engineer evaluated this request and determined it is not an appropriate location for a marked crosswalk for the following reasons:

- A. This crosswalk would cross the loading zone line, and students should not be walking between moving cars.
- B. Most of the homes across the street are not in the MB School District.
- C. The designated and safest route to school from the west is via the crosswalks at the stop signs at 1st Street.
- D. The only persons crossing there would be students that are dropped off on the west side of Morningside, which should not be encouraged.
- E. It would be an uncontrolled crossing, which would be hard to see and not expected by drivers.
- F. Crosswalk markings at an uncontrolled crossing would falsely raise pedestrian expectations that drivers would stop for pedestrians. It is actually safer for pedestrians to be more cautious when crossing without a crosswalk.

Paint a white student loading zone and divided lane line in the existing turnout in front of Robinson Elementary School. If the red curb were removed along the east side, the existing turnout can be used to greatly increase the amount of student loading zone in front of the school. The Fire Department does not object to use of this turnout as long as drivers do not leave their vehicles. This measure would further reduce congestion on Morningside Drive and improve loading zone efficiency. A white lane line should be painted along the center of the turn-out to provide two lanes: one for loading along the curb, and the other to bypass waiting cars.

Relocate existing school loading zone on Francisco Street easterly to the CDC gate and add an afternoon loading time between 2:30pm and 3pm. School representatives have asked that this zone be relocated to a gate further east that is open to all students during the morning and

afternoon loading times instead. This would increase the use of the loading zone and reduce demand along Morningside Drive.

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

NEXT STEPS

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

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

- Attachments:
- A. Neighborhood Vicinity Aerial Map / Area Map
 - B. Implemented Measures Diagrams
 - C. 3/20/07 City Council Staff Report and Minutes
 - D. Loretta Summers Request Letter
 - E. Meeting Notice

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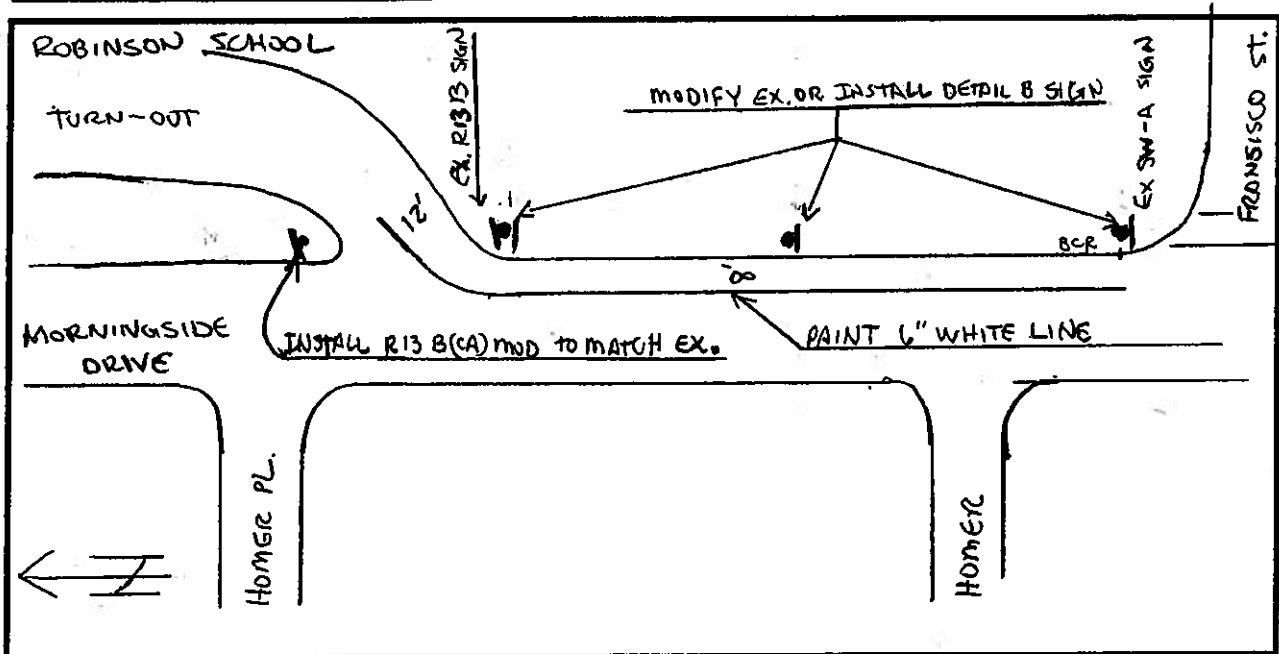
CITY OF MANHATTAN BEACH
PUBLIC WORKS SERVICE REQUEST

DATE: April 8, 2008
TO: Juan Price, Maintenance Superintendent
FROM: Ana Stevenson, Management Analyst
BY: Erik Zandvliet, Traffic Engineer *EZ*
SUBJECT: Striping and Sign Modification
Robinson Elementary School
Install School Area Neighborhood Measures

DESCRIPTION:

Please install signs and markings on Morningside Drive adjacent to Robinson Elementary School as shown below.

LOCATION MAP / SKETCH:



Approved By	Initial/Date	Completed by	Initial/Date
Director of Community Development			
Public Works Director		Checked:	

ATTACHMENT A




Robinson Elementary School
Neighborhood Vicinity Aerial Map



Address **80 Morningside Dr**
Manhattan Beach, CA 90266

Get Google Maps on your phone
Text the word "GMAPS" to 466453




NO

**PARKING
SCHOOL
LOADING
ZONE**

7:45 TO 9 AM

1 TO 3 PM

SCHOOL DAYS ONLY

DETAIL B



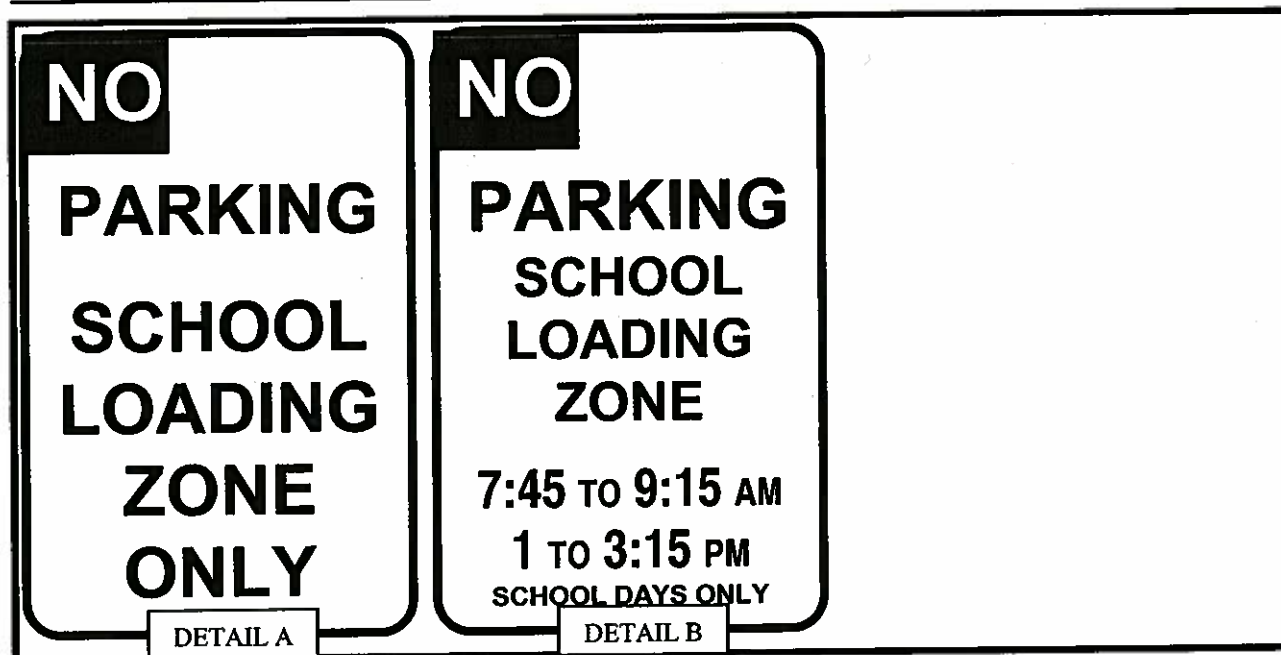
CITY OF MANHATTAN BEACH
PUBLIC WORKS SERVICE REQUEST

DATE: March 29, 2007
TO: Juan Price, Maintenance Superintendent
FROM: Richard Thompson, Director of Community Development
BY: Erik Zandvliet, Traffic Engineer
SUBJECT: Striping and Sign Modification
Robinson Elementary School NTMP Measures

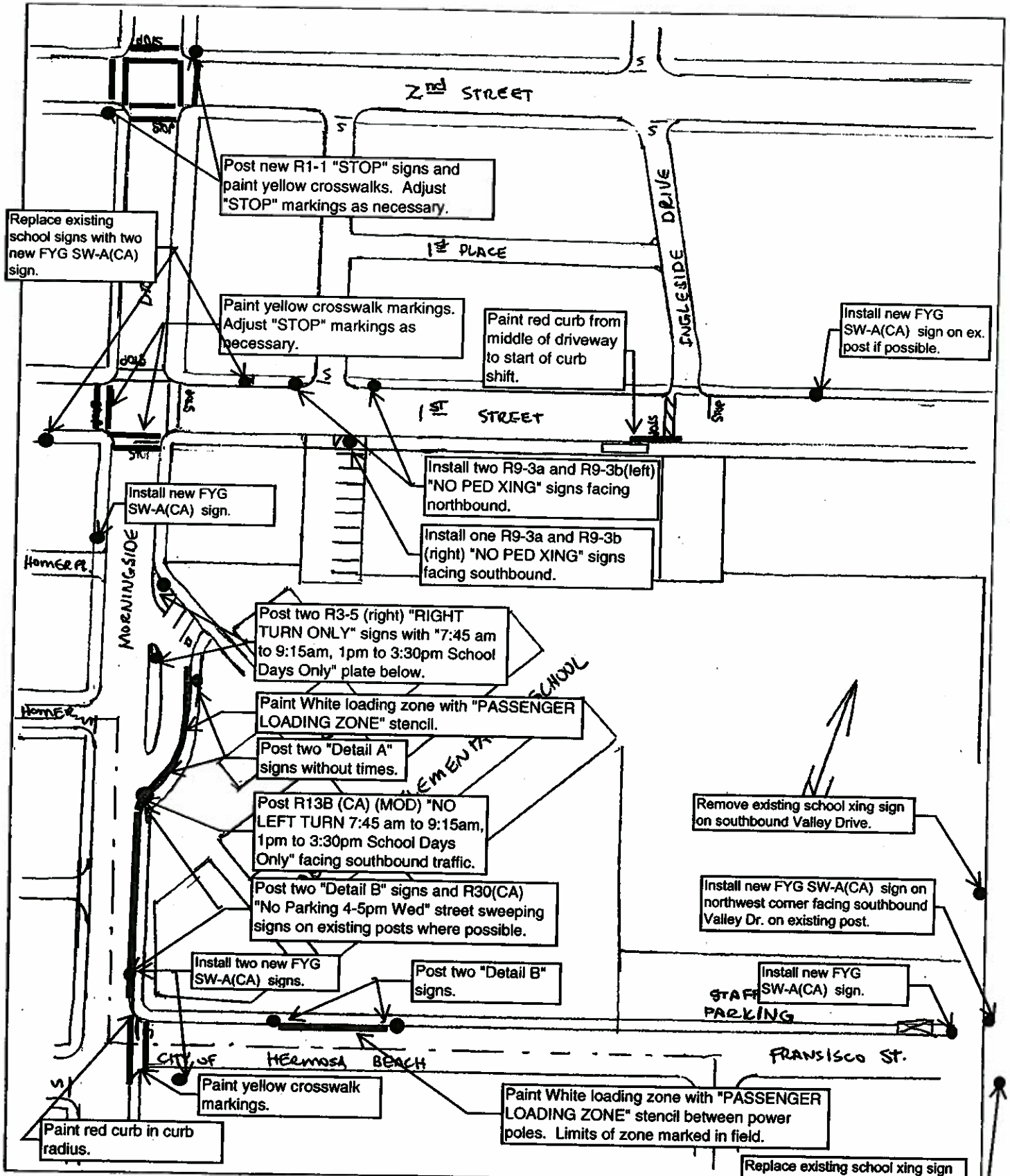
DESCRIPTION:

Please install or modify signs and markings around Robinson Elementary School as shown on attached plan.
City Council approved measures March 20, 2007.
Contact Erik Zandvliet at 562-708-2254 if you have questions.

LOCATION MAP / SKETCH:



Approved By	Initial/Date	Completed by	Initial/Date
Director of Community Development			
Public Works Director		Checked:	



City of Manhattan Beach
 Department of Community Development

ROBINSON ELEMENTARY SCHOOL
POSSIBLE CIRCULATION IMPROVEMENTS

Replace existing school xing sign with new FGY SW-B(CA) sign facing northbound traffic.

Figure 7B-1(CA). School Area Signs



S1-1



S1-1



S1-1



S4-3



W16-7p



W66B (CA)

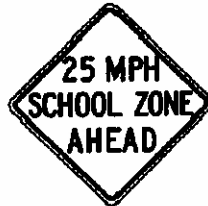
School
Warning
Assembly A
(CA)

School
Crosswalk
Warning
Assembly B
(CA)

School
Crosswalk
Warning
Assembly E
(CA)



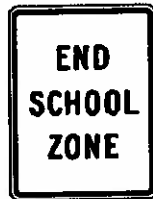
S4-5



S4-5a



S3-1



S5-2



S4-3



S1-1



R2-1



W16-9P

OR



W16-2a

OR



SR59 (CA)



S4-2



W16-2

School
Speed Limit
Assembly C
(CA)


School
Advance
Warning
Assembly D
(CA)


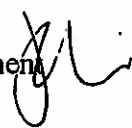


Staff Report

City of Manhattan Beach

TO: Honorable Mayor Tell and Members of the City Council

THROUGH: Geoff Dolan, City Manager 

FROM: Richard Thompson, Director of Community Development
By: Erik Zandvliet, City Traffic Engineer  

DATE: March 20, 2007

SUBJECT: Consideration of Initial Recommendations for the Robinson Elementary School Traffic and Parking Study

RECOMMENDATION:

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

1. Replace missing or non-standard traffic and school area signs.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Add a new "Student Loading Zone 7:45am to 9:15am, 2pm to 3:15pm School Days Only" on the east side of Morningside Drive between the school turnout and Francisco Street to the south. The hours would reflect the modified Wednesday school schedule.
5. Add a new "Student Loading Zone 7:45am to ~~3:15pm~~ **8:30am** School Days Only" on the north side of Francisco Street adjacent to the kindergarten gate and encourage the school to use the adjacent pedestrian gates on Francisco Street. (**modified pursuant to Public Workshop**)
6. Post "NO LEFT TURN" signs from southbound Morningside Drive into the Robinson School loading turnout.
7. Post "RIGHT TURN ONLY" signs out of the Robinson School loading zone onto Morningside Drive.
8. Paint new school crosswalks on the south and west legs of the intersection at Morningside Drive and 1st Street.
9. Paint new school crosswalk on the east leg of Francisco Street at Morningside Drive.
10. Install stop signs and school crosswalks in all directions at the intersection of Morningside Drive and 2nd Street.
11. Install "NO PED XING" signs on the east and west legs of 1st Street at Vista Drive, on a temporary basis.

12. Encourage the school to start a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
13. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
14. Encourage the school to create a new on-campus student loading area in the staff parking lot along Francisco Street.
15. Prepare Suggested Routes to School map for distribution to parents.
16. Encourage the school to distribute parking and traffic safety handouts regularly throughout the school year.
17. Conduct crossing guard study at 1st Street and Morningside Drive.
18. Conduct crossing guard study at Francisco Street and Morningside Drive **and at Francisco Street and Valley Drive. (added pursuant to Public Workshop)**
19. Request the City of Hermosa Beach to modify street sweeping restrictions to avoid conflict with school hours.
20. Post a street sweeping restriction on the east side of Morningside Drive adjacent to the school.
21. Work with the school to explore pedestrian improvements to encourage use of the pedestrian access gate at Ingleside Drive.
22. **Paint 20 feet of red curb on the south side of 1st Street just west of Ingleside Drive adjacent to the crosswalk. (added pursuant to Public Workshop)**

FISCAL IMPLICATION:

The recommended measures could be accomplished through existing Public Works programs and budgets with the exception of Measure Nos. 17 and 18, which would require appropriation of additional funding for a new crossing guard if warranted.

BACKGROUND:

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

The NTMP Program has been followed in developing possible vehicular and pedestrian improvements for Robinson School. Staff met with school representatives in September to identify concerns and suggestions. Soon after the initial contact with the School, a mailing was sent to area residents asking them to provide input related to neighborhood impacts. The information obtained was incorporated into an analysis that was presented to the Parking and Public Improvements Commission at a public meeting on December 7, 2006. On February 7, 2007, a public workshop was held with school representatives, parents and neighbors to gather additional comments and concerns regarding the proposed plan.

DISCUSSION

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

- Need for Suggested Routes to School to show preferred pedestrian routes
- Long vehicle queue lines at student loading areas create congestion, particularly on 1st Street and Morningside Drive
- Merging school traffic from different directions
- Parking and driving violations adjacent to school
- Shortage of short-term visitor parking for the school
- Crosswalks needed at Morningside Dr./1st St. and Morningside Dr./Francisco St.
- Crossing guards needed at Morningside Dr./1st St. and Morningside Dr./Francisco St.

To address these issues, the Traffic Engineer recommended the following program of eighteen initial measures:

- Replace missing or non-standard traffic and school area signs.
- Concentrate traffic and parking enforcement around the school campus on a regular basis.
- Paint school crosswalks and markings on an annual basis.
- Add a new "Student Loading Zone 7:45am to 9:15am, 2pm to 3:15pm School Days Only" on the east side of Morningside Drive between the school turnout and Francisco Street to the south.
- Add a new "Student Loading Zone 7:45am to 3:15pm School Days Only" on the north side of Francisco Street adjacent to the kindergarten gate.
- Post "NO LEFT TURN" signs from southbound Morningside Drive into the Robinson School loading turnout.
- Post "RIGHT TURN ONLY" signs out of the Robinson School loading zone onto Morningside Drive.
- Paint new school crosswalks on the south and west legs of the intersection at Morningside Drive and 1st Street.
- Paint new school crosswalk on the east leg of Francisco Street at Morningside Drive.
- Install stop signs and school crosswalks in all directions at the intersection of Morningside Drive and 2nd Street.
- Install "NO PED XING" signs on the east and west legs of 1st Street at Vista Drive.
- Encourage the school to start a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
- Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
- Encourage the school to create a new on-campus student loading area in the staff parking lot along Francisco Street.
- Prepare Suggested Routes to School map for distribution to parents.
- Encourage the school to distribute parking and traffic safety handouts regularly throughout the school year.
- Conduct crossing guard study at 1st Street and Morningside Drive.
- Conduct crossing guard study at Francisco Street and Morningside Drive.

PPIC Meeting

On December 7, 2006, the PPIC discussed the findings and heard testimony from two area residents and one school representative. The speakers described concerns related to congestion

and high school parking on 1st Street, safety at 1st Street/Ingleside Drive, and mid-block pedestrian crossings on 1st Street and Morningside Drive. The Commission was supportive of all of the Traffic Engineer's recommended actions, and added three more recommendations:

19. Request the City of Hermosa Beach to modify the street sweeping restrictions to avoid school hours.
20. Post street sweeping restrictions on the east side of Morningside Drive along the school frontage.
21. Work with the school to explore pedestrian improvements to encourage an existing school gate at Ingleside Drive.

The Commission voted unanimously to recommend implementation of all 21 measures on a trial basis with the exception that Item #11 was recommended by a 3-1 vote.

Public Workshop

On February 7, 2007, the City and School held a public workshop at Robinson Elementary School. The meeting was attended by about six residents, two school staff, and two City staff. The main issues of concern were as follows:

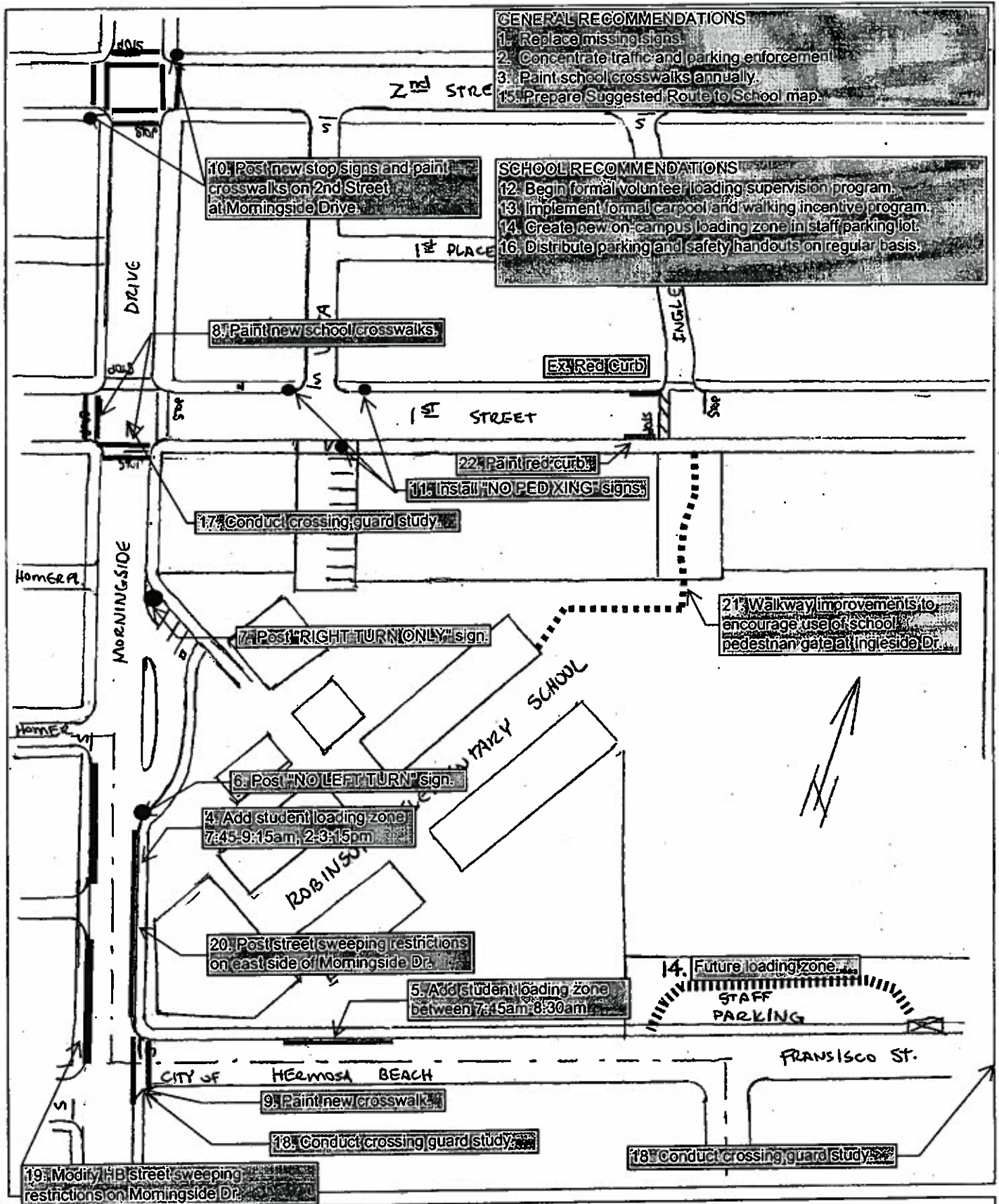
- A. Recommendation #5 – Add a new “Student Loading Zone 7:45am to 3:15pm School Days Only” on the north side of Francisco Street adjacent to the kindergarten gate and encourage the school to use the adjacent pedestrian gates on Francisco Street. Residents on Francisco Street were concerned that a new loading zone would reduce the amount of available public parking in the area, particularly in the afternoon when the nearby school gate normally remains closed. It was agreed upon that a loading zone in the afternoon would not be recommended at this time.
- B. Remove parking near intersection at 1st Street and Ingleside Drive. - Residents were concerned that vehicles parked close to the crosswalk on 1st Street at Ingleside Drive block the view of pedestrians attempting to cross. The City agreed in concept to this suggestion. A follow up investigation by the City Traffic Engineer determined that red curb would only be needed on the south side westerly of the crosswalk for adequate visibility.
- C. Need for more Police presence at assemblies and around the school at loading times. A resident suggested that more consistent police presence is needed to maintain safe driving practices around the school throughout the year. It was agreed that this is the intent of Measure No. 2 and the Police will be asked for their involvement at special school safety functions. There was also some concern about after hour activities in the school parking lot along Francisco Street that was referred to the Police Department.
- D. Add a crossing guard study at Valley Drive at Francisco Street. It was agreed upon that the crossing guard study could include this location also.

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

Agenda Item #: _____

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

- Attachments:
- A. Sketch of Recommended Measures (Revised 3/9/07)
 - B. PPIC Report dated 12/7/06, with attachments
 - C. Public Input after 12/7/06
 - D. Meeting Notice



City of Manhattan Beach
 Department of Community Development

ROBINSON ELEMENTARY SCHOOL
 POSSIBLE CIRCULATION IMPROVEMENTS

1. Robinson Elementary School Area Study – Initial Recommendations

Noting the City Council's delayed implantation of the Pacific School Area Study recommendations to allow for more dialogue with the residents, Commissioner Osterhout questioned if this issue should be tabled to allow for same. Traffic Engineer Zandvliet stated that there will be an additional opportunity for the residents to review and provide input on these recommendations before it goes to City Council.

Traffic Engineer Zandvliet presented staff's report and recommendations to implement the following initial circulation improvements at Robinson Elementary School area:

1. Replace missing or non-standard traffic and school area signs.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Add a new "Student Loading Zone 7:45am to 9:15am, 2pm to 3:15pm School Days Only" on the east side of Morningside Drive between the school turnout and Francisco Street to the south.
5. Add a new "Student Loading Zone 7:45am to 3:15pm School Days Only" on the north side of Francisco Street adjacent to the kindergarten gate.
6. Post "NO LEFT TURN" signs from southbound Morningside Drive into the Robinson School loading turnout.
7. Post "RIGHT TURN ONLY" signs out of the Robinson School loading zone onto Morningside Drive.
8. Paint new school crosswalks on the south and west legs of the intersection at Morningside Drive and 1st Street.
9. Paint new school crosswalk on the east leg of Francisco Street at Morningside Drive.
10. Install stop signs and school crosswalks in all directions at the intersection of Morningside Drive and 2nd Street.
11. Install "NO PED XING" signs on the east and west legs of 1st Street at Vista Drive.
12. Encourage the school to start a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
13. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
14. Encourage the school to create a new on-campus student loading area in the staff parking lot along Francisco Street.
15. Prepare Suggested Routes to School map for distribution to parents.
16. Encourage the school to distribute parking and traffic safety handouts regularly throughout the school year.
17. Conduct crossing guard study at 1st Street and Morningside Drive.
18. Conduct crossing guard study at Francisco Street and Morningside Drive.

The Commission held discussion with Traffic Engineer Zandvliet regarding the staff parking lot on Vista Drive, jaywalking concerns, the proposed stop signs at the

intersection of Morningside Drive and 2nd Street, removal of parking spaces to aid visibility, street sweeping and the shortage of short-term visitor parking.

Audience Participation

Noting that he is 33 year resident and former Planning Commissioner, **Richard Ackerman, 400 Block of 1st Street**, complimented staff on the thorough staff report. He talked of the serious traffic congestion that occurs daily on 1st Street which is intensified by the large SUVs and parking on both sides of the street. He suggested that restricted parking be implemented on the south side of 1st Street between Morningside Drive and Valley Drive. This situation is a disaster waiting to happen and makes exiting from ones garage quite a challenge.

Stephen Johnson, 500 Block of 2nd Street, commended staff for their report and voiced his concern with the intersection at 1st Street and Ingleside Drive. The northeast corner of Ingleside Drive is sloping and drivers roll through stop sign. He suggested a choker be installed to slow down traffic and assist pedestrians crossing the street.

Vikki McMahon, 800 Block of 9th Street, spoke on staff's recommendations for the area, stating that she disagrees with the findings on the usage of 1st Street, Ingleside Drive and Vista Drive as she and many others use it. She stated that the Francisco Street lot gates are locked at 8:15 a.m. and are not used by kindergarteners, and that Morningside Drive needs "No Pedestrian Crossing" signage. She also voiced support of new Student Loading Zone on the east side of Morningside Drive, but noted that the recommended hours need to reflect the modified Wednesday school schedule.

Discussion

Commissioner Osterhout thanked the residents for their input and indicated that he supports 99% of staff's recommendations. He would like to hear more input from the residents regarding the proposed stop signs on Morningside Drive and 2nd Street, as it is important to note the amount of time when school is not in session and that stop signs may not be necessary. Commissioner Osterhout questioned if the removal of a parking space is a better solution to improve visibility. He also noted that he is not in favor of "No Pedestrian Crossing" signs due to the problem with police enforcement.

Traffic Engineer Zandvliet stated that staff's justification for the stop sign relates to driver and pedestrian safety, limited visibility and high pedestrian volume.

Commissioner Donahue stated his support for the stop signs at Morningside Drive and 2nd Street, and that he is absolutely against removal of any parking spaces in the City. He does not support "No Pedestrian Crossing" signs as they provide no benefit and just "clutter" the area.

Commissioner Paralusz voiced her support of the stop signs at Morningside Drive and 2nd Street, adding that she believes removal of a parking space may increase visibility and

actually increase driver speed. She stated her support for "No Pedestrian Crossing" signs, as these measures will be reviewed in six months and a final determination can be made on whether or not this signage acts as a deterrent. Commissioner Paralusz also inquired if closing the gate on 1st Street and opening the one on Francisco Street would help the traffic congestion on 1st Street.

Acting Chairperson Seville-Jones questioned staff on the possibility of extending the length of the proposed loading zone on Francisco Street, and on closing the gates at Vista Drive. In regard to a resident's suggestion on restricting parking on the south side of 1st Street, she stated that it is too soon in the process to take away parking. These measures will be reviewed in six months at which time modifications or additional measures can be considered. Commissioner Seville-Jones stated that the proposed measures should alleviate traffic congestion on 1st Street, and that she will support the street sweeping modifications, the stop signs at Morningside Drive and 2nd Street, as well as the remainder of staff's recommendations.

Action

A motion was MADE and SECONDED (Paralusz/Osterhout) to approve staff's initial circulation measure items 1 through 18, with a modification on item 5 to address the modified Wednesday school schedule, with the exception of items 10 and 11 (to be voted on separately), and with the addition of the following three measures:

19. Request the City of Hermosa Beach to modify street sweeping restrictions to avoid conflict with school hours.
20. Post a street sweeping restriction on the east side of Morningside Drive, adjacent to the school.
21. Work with the school to explore pedestrian improvements to encourage use of the pedestrian access gate at Ingleside Drive.

AYES: Donahue, Osterhout, Paralusz, Acting Chairperson Seville-Jones
NOES: None
ABSENT: None
ABSTAIN: None

A motion was MADE and SECONDED (Donahue/Paralusz) to approve measure #10.

10. Install stop signs and school crosswalks in all directions at the intersection of Morningside Drive and 2nd Street.

Commissioner Osterhout reiterated his opposition to the stop signs.

AYES: Donahue, Paralusz, Acting Chairperson Seville-Jones
NOES: Osterhout
ABSENT: None
ABSTAIN: None

11. Install "NO PED XING" signs on the east and west legs of 1st Street at Vista Drive, on a temporary basis.

Commissioner Donahue shared that although he is not in favor of the signs, he will support their installation for a six month basis.

Commissioner Osterhout warned that in this sort of thing the signs never end up coming down. If this situation is serious enough consideration should be given to placing a physical barrier to prevent pedestrians from crossing.

Commissioner Donahue stated that he opposes any type of physical barrier.

Acting Chairperson Seville-Jones commented that she too believes a barrier is too extreme and although she doesn't like sign pollution, she would support the installation for safety purposes.

A motion was MADE and SECONDED (Paralusz/Seville-Jones) to approve circulation measure item 11.

AYES: Donahue, Paralusz, Acting Chairperson Seville-Jones
NOES: Osterhout
ABSENT: None
ABSTAIN: None

At the request of Acting Chairperson Seville-Jones, a brief discussion was held on the possibility of installing No Pedestrian Crossing signage on Morningside Drive adjacent to the drop off area. It was decided to revisit this issue at the six month review.

2. Consideration of Removal of Marked Crosswalk - Sepulveda Boulevard at 14th Street

Traffic Engineer Erik Zandvliet presented staff's report and recommendation to remove the existing painted crosswalk and install "No Pedestrian Crossing" signs across Sepulveda Boulevard at 14th Street.

In response to questions from Acting Chairperson Seville-Jones, Traffic Engineer Zandvliet explained that staff's recommendation is from a safety standpoint and is based on the high traffic volumes.

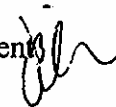
Audience Participation


None.

Discussion

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

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development 

BY: Erik Zandvliet, Traffic Engineer 

DATE: December 7, 2006

**SUBJECT: Robinson Elementary School Area Study
Initial Recommendations**

RECOMMENDATION:

Staff recommends that the Commission recommend implementation of the following initial circulation improvements:

1. Replace missing or non-standard traffic and school area signs.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Add a new "Student Loading Zone 7:45am to 9:15am, 2pm to 3:15pm School Days Only" on the east side of Morningside Drive between the school turnout and Francisco Street to the south.
5. Add a new "Student Loading Zone 7:45am to 3:15pm School Days Only" on the north side of Francisco Street adjacent to the kindergarten gate.
6. Post "NO LEFT TURN" signs from southbound Morningside Drive into the Robinson School loading turnout.
7. Post "RIGHT TURN ONLY" signs out of the Robinson School loading zone onto Morningside Drive.
8. Paint new school crosswalks on the south and west legs of the intersection at Morningside Drive and 1st Street.
9. Paint new school crosswalk on the east leg of Francisco Street at Morningside Drive.
10. Install stop signs and school crosswalks in all directions at the intersection of Morningside Drive and 2nd Street.
11. Install "NO PED XING" signs on the east and west legs of 1st Street at Vista Drive.
12. Encourage the school to start a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
13. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
14. Encourage the school to create a new on-campus student loading area in the staff parking lot along Francisco Street.
15. Prepare Suggested Routes to School map for distribution to parents.
16. Encourage the school to distribute parking and traffic safety handouts regularly throughout the school year.
17. Conduct crossing guard study at 1st Street and Morningside Drive.
18. Conduct crossing guard study at Francisco Street and Morningside Drive.

BACKGROUND:

On November 19, 2002, the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). This Program established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The NTMP created a consistent way for the City to evaluate traffic requests, so that a comprehensive plan can be implemented that will minimize adverse impacts both before and after implementation of traffic calming measures. On March 18, 2003, the City Council prioritized several areas of the City for further analysis. At that meeting, the City Council identified the neighborhoods immediately around the elementary and middle schools as one of these priority areas. Since each school area has unique conditions and issues, each school is being evaluated separately.

The NTMP Program has been followed in developing possible vehicular and pedestrian improvements for each school area. This report is an evaluation of traffic circulation and pedestrian safety surrounding Robinson Elementary School. It presents a list of initial recommendations to begin addressing school and resident concerns in the neighborhood surrounding the school from a traffic engineering perspective. The recommendations made by the PPIC will be forwarded to the City Council for their approval on a trial basis.

DISCUSSION:

Robinson Elementary School is located on Morningside Drive in the southwest quadrant of the city, just north of Hermosa Beach City Limits. The school attendance boundary extends from beach on the west, Manhattan Beach Boulevard to the north, Sepulveda Boulevard to the east, and the City Limits to the south. There are 379 students in Grades K through 5. School begins at 8:15am and 8:55am with two dismissals at approximately 2:05pm and 2:45pm. Kindergarten and minimum days have different schedules. There are 34 off-street parking spaces on the school campus.

Circulation around Robinson School is primarily ^{morningside dr.} via Grandview Avenue in front of the school, and Francisco Street along the side, and 1st Street north of the school. Kindergarten students primarily use a side gate along Francisco Street. A loading zone turnout is painted with red curb on the Morningside drive frontage. Staff parking is in two primary lots, comprised of 12 spaces in the 1st Street lot and 19 spaces in the Francisco Street lot. Three additional spaces are provided in the front turnout area. A limited-time green zone for approximately four vehicles is painted on the east side of Morningside Drive along the turnout area.

The local neighborhood streets surrounding Robinson Elementary School are built in a grid network and served by local collector streets such as 1st Street and Highland Avenue. Many streets are narrow and short in length. The streets surrounding the school are improved with curbs, gutters and some sidewalks. Morningside Drive is 40 feet wide, and narrows to 30 feet north of 1st Street. Most other streets are 30 feet wide, with 20 feet wide alleys serving residential garages. All of the local streets surrounding the school campuses are congested at arrival and dismissal times on school days, often blocking local residential traffic. Parking is generally allowed on both sides of the streets and prohibited in alleys.

PUBLIC AND SCHOOL CONCERNS

City Staff met with Nancy Doyle, Principal of Robinson Elementary School and other school staff on August 29, 2006, to listen and discuss school related traffic concerns. Additional comments have been gathered through a request for comments sent to residents living on the surrounding streets. The returned comments are attached to this report and have been incorporated into the evaluation. Notices of this meeting were mailed to the surrounding neighborhood, as well as to those who had previously expressed interest. The identified concerns have fallen into the following categories:

1. Need for Suggested Routes to School to show preferred pedestrian routes,
2. Long vehicle queue lines at student loading areas create congestion,
3. Merging school traffic from different directions,
4. Parking and driving violations adjacent to school,
5. Shortage of short-term visitor parking for the school,
6. Crosswalks needed at Morningside Dr./1st St. and Morningside Dr./Francisco St.,
7. Crossing guards needed at Morningside Dr./1st St. and Morningside Dr./Francisco St.

In addition to the above concerns, staff has inventoried existing school signs and markings in the area, and observed general traffic and parking conditions during both school and non-school days in preparation of this NTMP. Field observations during typical school days and non-school days were made to help determine the potential impact of any initial recommendations.

A review of the collision history within the neighborhood was conducted for the period between January 1, 2001 and September 30, 2004. The review reveals that there are no locations with elevated collision rates or pedestrian collisions within the neighborhood surrounding the school campus.

FINDINGS:

1. Many existing school area signs and markings are outdated and/or missing.
2. Student loading occurs primarily on Morningside Drive and Francisco Street with some overflow loading on 1st Street.
3. Long street frontages offer possible opportunities for student loading without adversely affecting residential parking.
4. Incorrect parking along Morningside Drive and 1st Street causes unnecessary congestion and decreases pedestrian safety.
5. Students and parents occasionally cross 1st Street at the uncontrolled intersection at Vista Drive.
6. Additional loading supervision would improve the efficiency and safety of both pedestrians and motorists, as well as reduce the overall impact on residential streets.
7. Recurrent speeding during school times was not evident on any surrounding streets.

8. Additional ridesharing efforts by both staff and students would help alleviate some congestion issues.
9. School area congestion occurs for a limited time in the morning and afternoon of school days only. Therefore, permanent changes to traffic circulation should be implemented only after careful consideration of potential impacts during the summer and on weekends.
10. There is no current suggested routes to school plan for this school.
11. There appears to be sufficient parking for school staff in the school parking areas with minor overflow parking on Francisco Street.
12. The number of designated visitor parking spaces in the school parking lot is insufficient and visitors often park in residential areas.
13. There is short term parking demand for some school users, particularly for sign-in/sign-out and attendance for individual classes.
14. Parking and right-of-way violations are common and cause additional congestion.
15. Limited sight distance and crossing students were observed at 2nd Street and Morningside Drive.

INITIAL RECOMMENDATIONS

The following is a list of initial recommendations intended to improve traffic and pedestrian safety around the Robinson School campus. Some actions are to be initiated by the City, while others are recommendations for the school or School District to implement. All the actions are meant to work together as a system and complement each other.

Initial Recommendations

1. Replace missing traffic signs and street name signs.
This action will reinforce driver compliance of the rules-of-the-road, as well as raise awareness of pedestrians and discourage speeding in the school area.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
This action will help reduce congestion by penalizing illegal speeding and parking practices such as blocking driveways, red curbs and double parking.
3. Paint school crosswalks and markings on an annual basis.
This action will encourage compliance of pedestrian right-of-way rules and raise awareness of pedestrians in the school area.
4. Add a new "Student Loading Zone 7:45am to 9:15am, 2pm to 3:15pm School Days Only" on the east side of Morningside Drive between the school turnout and Francisco Street to the south.
This action will extend the existing loading turnout area, and allow students direct access to the adjacent sidewalk. Parking would be allowed during non-loading times.
5. Add a new student "Student Loading Zone 7:45am to 3:15pm School Days Only" on the north side of Francisco Street adjacent to the kindergarten gate.

This action will reduce congestion on other streets surrounding the school by designating a loading zone for kindergarten students close to their classrooms.

6. Post "NO LEFT TURN" signs from southbound Morningside Drive into the Robinson School loading turnout.

This action will reduce congestion and gridlock on Morningside Drive by prohibiting the merging of northbound and southbound drivers attempting to enter the loading zone vehicle queue. It will redirect the loading queue line in the northbound direction only on Morningside Drive instead of two competing lines. One travel lane will then be always available for non-school traffic.

7. Post "RIGHT TURN ONLY" signs out of the Robinson School loading zone onto Morningside Drive.

This action will improve traffic circulation and improve loading efficiency by preventing left turning vehicles from backing up the loading zone queue. It will also reduce traffic congestion on Morningside Drive by eliminating some southbound traffic and preventing the conflict caused by crossing over inbound traffic at the loading zone turnout.

8. Paint new school crosswalks on the south and west legs of the intersection at Morningside Drive and 1st Street.

This action will provide a pedestrian connection north and west of the school and improve pedestrian safety at this intersection.

9. Paint new school crosswalk on the east leg of Francisco Street at Morningside Drive.

This action will provide a pedestrian connection to the south side of Francisco Street and improve pedestrian safety at this intersection. It will also keep the intersection clear to raise driver awareness of a school zone and school age pedestrians.

10. Install stop signs and school crosswalks in all directions at the intersection of Morningside Drive and 2nd Street.

This action will improve both driver and pedestrian safety by providing positive right-of-way control for all users of the intersection. Limited sight distance, proximity to the school and high pedestrian volumes justify the installation of stop signs in all directions. See attached Stop Sign Warrant Checklist.

11. Install "NO PED XING" signs on the east and west legs of 1st Street at Vista Drive.

This action will improve pedestrian safety by prohibiting pedestrians from crossing at an uncontrolled location where drivers do not expect pedestrian crossings. The nearby staff parking lot is closed to students during the school day, so students are directed to the front of the school to enter and exit the campus.

12. Encourage the school to start a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.

This action will reduce the vehicle queue length, make loading operations more orderly and increase student safety on-campus. Congestion on city streets will also be reduced.

Additional volunteers can call students names when parents are approaching the loading zone, and assist students entering/exiting their vehicles to speed up the loading process. Drivers should not be allowed to wait in line if their student is not immediately present, and should be directed to recirculate to the end of the loading queue line.

13. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
This action will help reduce the number of vehicles near the school during drop-off/pick-up times. It will also reduce the time that drivers spent in the loading zone line.
14. Encourage the school to create a new on-campus student loading area in the staff parking lot along Francisco Street.
This action will significantly improve circulation and student safety by providing an off-street loading zone, thereby reducing street congestion and vehicle-pedestrian interaction. Inbound access could be provided via an existing driveway and gate, however, an outbound driveway would have to be constructed on the north end of the parking lot.
15. Prepare Suggested Routes to School map for distribution to parents.
This action will help educate parents and students of the preferred routes when walking or biking to school. It can be used to encourage more walking to school, thereby reducing traffic congestion on streets surrounding the school.
16. Encourage the school to distribute traffic safety handouts regularly throughout the school year.
This action will remind school staff, students, parents and other users to follow the recommended driving, walking and parking practices in order to reduce potential residential impacts.
17. Conduct crossing guard study at 1st Street and Morningside Drive.
This action will determine if an adult crossing guard is warranted at this intersection.
18. Conduct crossing guard study at Francisco Street and Morningside Drive.
This action will determine if an adult crossing guard is warranted at this intersection.

By way of mailed notices, the residents and affected parties surrounding the school campus have been invited to the PPIC meeting. Robinson School has also been encouraged to distribute the meeting notice to parents.

RECOMMENDATION:

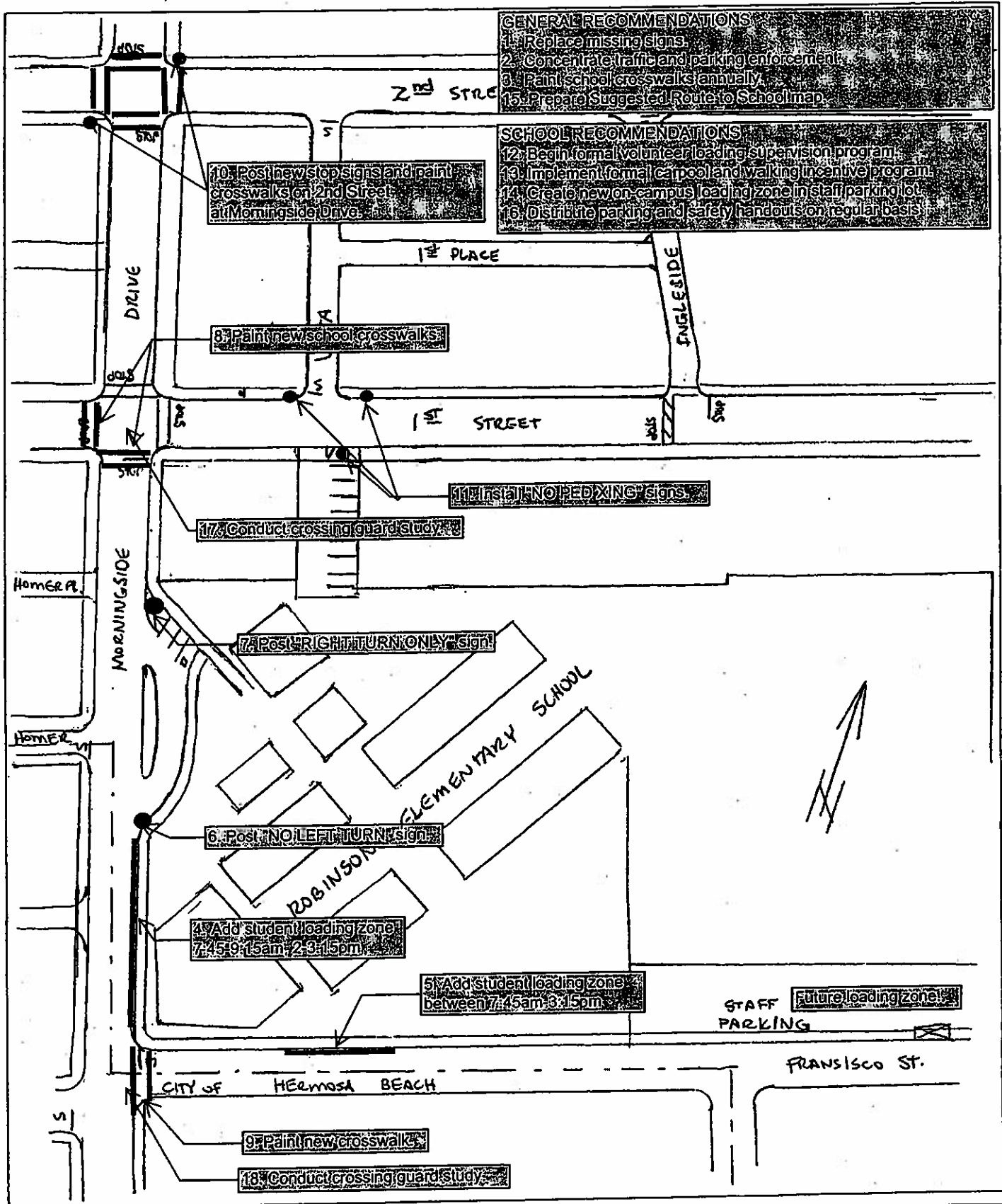
It is recommended that the Commission conduct a public hearing and consider the above initial recommendations for the area surrounding the Robinson Elementary School campus.

ATTACHMENTS:

Neighborhood Vicinity Aerial Map
Proposed School Area Improvements Sketch
Correspondence and E-mails
Stop Sign Warrant Checklist
Meeting Notice, 11/22/06



Robinson Elementary School
Neighborhood Vicinity Aerial Map



GENERAL RECOMMENDATIONS

1. Replace missing signs.
2. Concentrate traffic and parking enforcement.
3. Paint school crosswalks annually.
15. Prepare Suggested Route to School map.

SCHOOL RECOMMENDATIONS

12. Begin formal volunteer loading supervision program.
13. Implement formal carpool and walking incentive program.
14. Create new on-campus loading zone in staff parking lot.
16. Distribute parking and safety handouts on regular basis.

10. Post new stop signs and paint crosswalks on 2nd Street at Morning Side Drive.

8. Paint new school crosswalks.

11. Install NO PENDING signs.

17. Conduct crossing guard study.

7. Post RIGHT TURN ONLY sign.

6. Post NO LEFT TURN sign.

4. Add student loading zone 7:45-9:15am-2:30-3:15pm.

5. Add student loading zone between 7:45am-9:15pm.

STAFF PARKING future loading zone

9. Paint new crosswalks.

18. Conduct crossing guard study.



City of Manhattan Beach
Department of Community Development

ROBINSON ELEMENTARY SCHOOL
POSSIBLE CIRCULATION IMPROVEMENTS

Erik Zandvliet

From: Rob Osborne [rosborne@citymb.info]
Sent: Thursday, November 16, 2006 2:28 PM
To: Erik Zandvliet; Erik Zandvliet
Subject: FW: Robinson Elementary - making changes to help w/ traffic congestion

This is from the Robinson Principal's staff. Please consider it in your report.

-----Original Message-----

From: FRANK VICKI MCMAHON [mailto:fvmcmahon@verizon.net]
Sent: Thursday, November 16, 2006 12:03 PM
To: Rob Osborne
Subject: Robinson Elementary - making changes to help w/ traffic congestion

Rob,

Please contact me when the analysis has been completed regarding proposed changes at Robinson.

As we discussed, proposed changes are:

1. Add a loading zone and street sweeping signs south of the drop-off circle on Morningside Drive. Loading zone hours could be from 8:00am to 9:15am in the morning, and 2:00pm to 3:15pm in the afternoon. (Same as Pacific).
2. Currently, there are only crosswalks located on First & Morningside (north of the school). Crosswalks could be painted at the south end of the school on Francisco and Morningside (may need a stop sign on Morningside).
3. Please look into adding crossing guards at one or both of those locations (FYI -- there is more "foot" traffic coming from the North)

Thank you for all your help. Please don't hesitate to call if I can be of any assistance.

Vikki McMahon
376-0668

Rob Osborne

From: Caleo, Janeen [Janeen.Caleo@primedia.com]
Sent: Wednesday, September 13, 2006 12:57 PM
To: Rob Osborne
Subject: Robinson School

Rob,

Thank you for giving us the opportunity to comment on the parking situation around the Robinson School.

We live at 332 1st Street and have driveway space along Morningside.

In the morning when the parents are dropping off their children many times cars are temporarily parked in front of our garage spaces which then does not allow us to get out or parents pull into our driveways which then means I can not even open my garage door. Or the street is backed up with traffic which makes pulling out of the driveways difficult. Parents seem to always be in a rush to drop their children off. Traffic approaches the school from both directions on Morningside which causes a limited flow of traffic out of the area and turning onto 1st street difficult.

In the afternoon parents will ignore the street parking signs and park on the west side of Morningside despite the signs alerting to street cleaning. We find that street cleaning is important on our street since many times school papers, juice boxes or misc school related trash is in the street. The trash seems to fall out of school bags and or cars and is always something we then pick up. Wednesday is street cleaning and seems to be at the same time as school pick up times - which we have alerted the town to change.

Thank you,

Janeen Caleo
332 1st Street
Manhattan Beach

Rob Osborne

From: Mary Sloane [MarySloane@smmoving.com]
Sent: Wednesday, September 06, 2006 3:23 PM
To: Rob Osborne
Subject: Robinson School Traffic & Parking Study

I live directly across from Robinson school on Francisco Street. The majority of the time I am not home when school is in session so it is rare for me to be negatively impacted by traffic or parking concerns. Concerns I have regarding the safe passage of children from the school grounds to awaiting cars deal with the overgrowth of plants on the sidewalk and the excessive speed at which cars take the corner from Valley to Robinson. I have lost 2 cats due to speeding motorists failing to slow down when taking the turn in the morning hours. I am amazed such has not happened to a young Riptide. As far as the overgrowth of plant life, I've seen children walking side by side on the sidewalk, where one or more children inevitably ends up in the street as they maintain their formation while they avoid the plants.

On a more personal note I would love to see the Robinson parking lot closed in the evenings, particularly on the weekends. The parking lot is a secluded haven for teens. I regularly walk through the area on the weekends generously boosting my daughter's recycling earnings with the cans and bottles I pick up. I also regularly pick up used condoms indifferently tossed out in the open. Noise is a huge issue too with blaring car stereos and high volume voices competing with the music. Then there are the non-holiday fireworks that get set off.....

Thanks for sending out the letter.

Mary Sloane
M.B. Resident/Owner

Rob Osborne

From: David Sherwood [david_sherwood@danielsjewelers.com]
Sent: Tuesday, September 05, 2006 11:51 AM
To: Rob Osborne
Subject: Robinson School Notice

Dear Rob,

Per your notice about Robinson School Traffic, I wanted to provide you with my thoughts on the subject.

We live at 549 1st Street, the Northwest corner of Valley and 1st Street. We've been living there for 6 years so we have a reasonable perspective on this. Additionally, I walk my dog 2X a day in the area so I see all this first hand all the time.

In my opinion, there are a number of problems with traffic and the school as it relates to 1st Street. The biggest problem, in my opinion, has been the rapid growth in the number SUVs in the city over the last 5 years which has made the already narrow streets, limited parking, and high amount of traffic even more severe.

While I wouldn't have suggested this 5 years ago, I believe that today, more drastic steps need to be done. I, personally, have lost two mirrors on the sides of cars parked on 1st Street and have seen more close calls than I care to elaborate on. Finally, there just isn't enough room for 4 cars (two parked, two driving) on 1st Street when the average vehicle size is so large.

My suggestion would be to begin to better utilize Morningside, Vista, and Ingleside, and create a 1-way traffic flow in that area such that cars are routed off of 1st Street, heading North or South, rather than East-West.

Currently, Ingleside is already 1-Way and if you made Morningside 1-way the other direction, it would push some of the 1st St. traffic onto other E-W arteries (2nd, 3rd, 4th, 5th) as well as push some South into Hermosa.

There is plenty of access to Valley and Highland from other streets, but right now, the VAST majority of it is on 1st Street, which creates all the traffic problems.

I would also suggest making the portion of 1st Street from Ingleside to Valley 1-Way (at least during school hours or on weekdays). That way, you force the Eastbound traffic to turn North on Ingleside and flow out that way rather than competing for limited asphalt with all the traffic coming West on 1st. (You could also do the opposite and eliminate Westbound traffic off of Valley down 1st Street).

Those are my basic thoughts. If you want or require additional feedback, please let me know. I've found the city to be generally very thoughtful and proactive with regards to most issues so I have little doubt you will come up with a good solution.

Good Luck,

David Sherwood
549 1st Street
310.927.6397

Rob Osborne

From: Robert Jacobson [liquidator7@hotmail.com]
Sent: Saturday, September 02, 2006 7:21 PM
To: Rob Osborne
Subject: Robinson Schools Traffic and Parking Study

As a life long Manhattan Beach resident and someone that has lived close to Robinson school my entire life I have to say that this study is far over due. While it is true that Robinson school was closed down for 17 years, since its reopening the parking and driving situation has been horrible. Mothers and fathers dropping their kids off on the 1st street side of the school where they've been told over and over again not too is a constant problem. Mothers and fathers parking their cars in our driveways to, "run their kids into school for just a second," continues to be a problem as well as an aggravation to many of us that live in the nearby area. The school, in my opinion, has been on top of many of these parents in the past but still nothing seems to get done? The parents somehow think they are entitled to use our driveways, entryways, and property? When something is said to the parents they come back with, "where am I supposed to park, i'm only running my kids into the school?" It seems to be many of the same people that do this time and time again. I've been told by the school that they know who the parents are that park on our property and that they will talk to them? As more and more single family homes are torn down and more and more, "double and triple tall skinny homes," go up on one lot, the population as well as the parking and driving becomes a problem in this area as well as all over our beloved city. We all know that the city planners never envisioned a Manhattan Beach that would become so crowded?. I know that your job is not going to be easy but I think the first step has to come from the home owners/renters around the school as well as the parents, sisters, brothers, and nannys that bring the kids to school. Together I think this can and will get worked out for the better.

Thank You,

Robert P. Jacobson

Mark Markland – 800 Strand – 643-7737

Crossing guards are needed on 1st Street and 2nd Street routes to campus



STOP SIGN WARRANT CHECKLIST

MAJOR STREET: 2nd Street MINOR STREET: Morningside Drive

REQUESTED BY: NTMP DATE: 11/28/06

REVIEWED BY: EHZ

Warranted?

SINGLE STREET STOP SIGN WARRANTS - None

- On a less important road where the normal right-of-way rules would not be expected to provide reasonable compliance with the law.
- On a street entering a legally established through highway or street.
- At an unsignalized intersection in a signalized area.
- At other intersections where high speeds, restricted view, or crash record indicates a need for control by a stop sign.

MULTI-WAY STOP SIGN WARRANTS – Not Applicable

- Where traffic signals are warranted, and stop signs are used as an interim measure to control traffic while the signal is installed.
- Where a crash problem exists, as indicated by five or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign.
- Where the total vehicular volume entering from the major street approaches average at least 300 vehicles per hour for any 8 hours, and
the combined vehicular, bicycle and pedestrian volume from the minor street approaches average at least 200 units per hour for the same 8 hours, with an average delay to the minor street traffic is at least 30 seconds per vehicle during the highest hour, and
if the 85th percentile approach speed of the major street traffic exceeds 40 MPH, the minimum vehicular volume warrant is 70 percent of the above requirements.
- Where there four or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign, and
the average major and minor street volumes are at least 80% of the minimum values.
- Other locations where multi-way stop signs are justified based on an engineering study.

MULTI-WAY STOP SIGN WORKSHEET

MAJOR STREET: 2nd Street 85TH SPEED - < 40mph

MINOR STREET: Morningside Drive DATE: 11/28/06

TRAFFIC VOLUMES **WARRANTED** **YES** **NO**

If the 85th percentile speed of the major street exceeds 40 MPH, use 70% volume.

Street	Min Volume	70%	80%	Ave.	Hour / Volume								
					7a	8a	11a	12n	1p	2p	3p	4p	
Major	300	210	240	<300									
Minor	200	140	160	<100									

And, does the minor street have an average delay of at least 30 seconds in the peak hour?

Peak Average Delay	<30 sec
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COLLISION RECORD **WARRANTED** **YES** **NO**

Are there five or more reported collisions within a 12 month period of a type correctable by a multi-way stop sign?

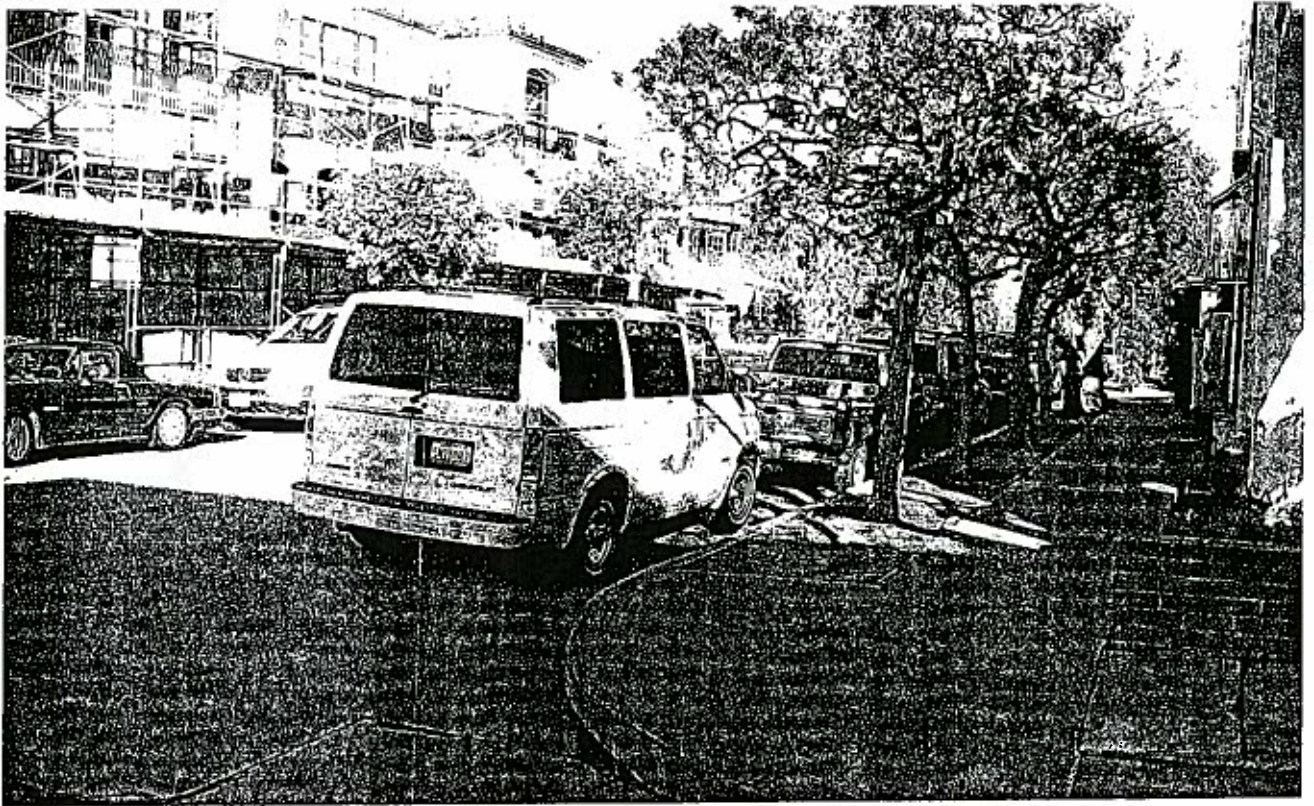
DATE	TIME	DIRECTION	TYPE	CAUSE
05/25/04	11:15	NB Thru vs. WB Thru	Broadside	Stop Sign Violation
2003		NONE		
2002		NONE		
2001		NONE		

80% COMBINATION **WARRANTED** **YES** **NO**

Are there four or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign, and

Average major and minor street volumes are at least 80% of the minimum values?

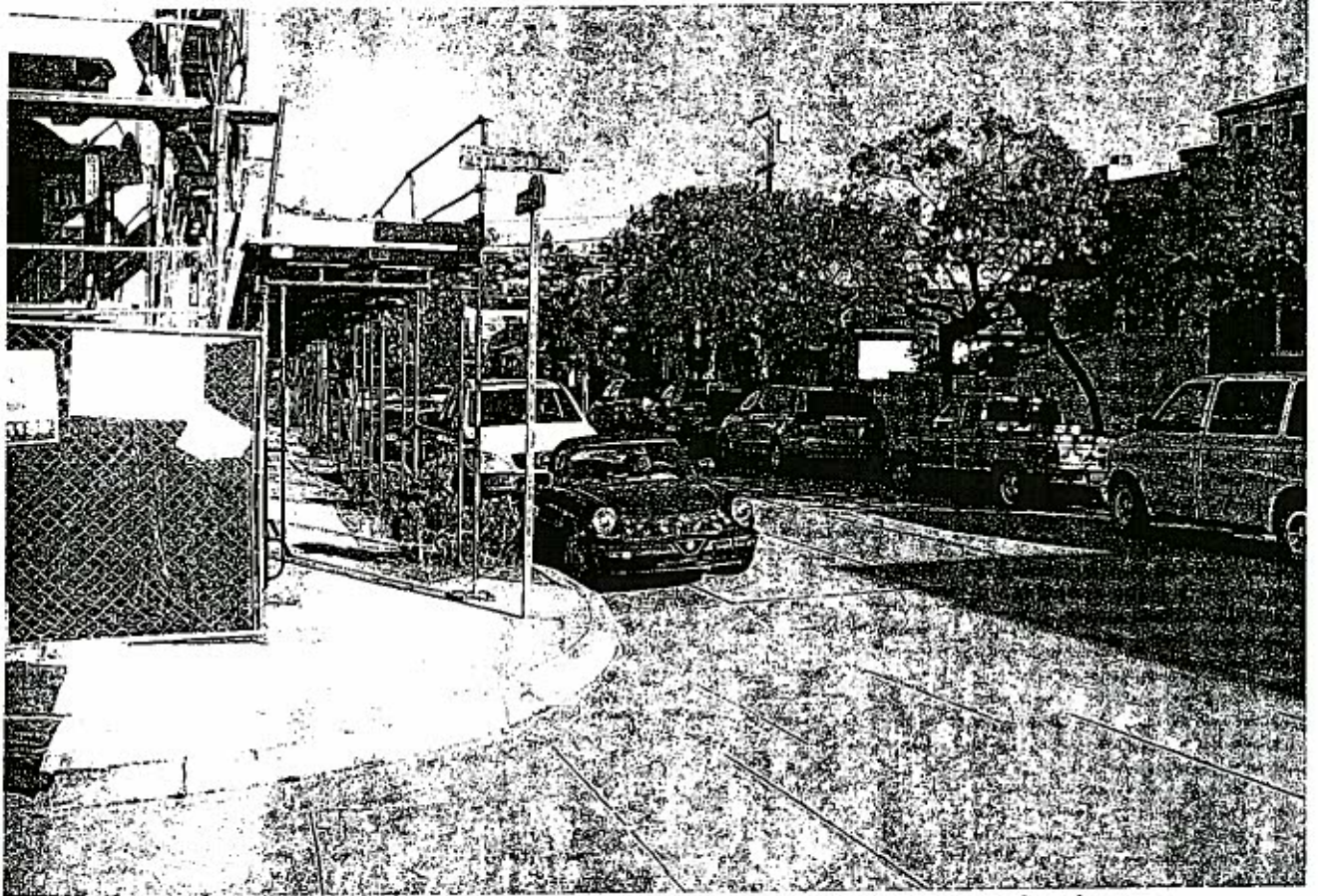
OTHER MULTI-WAY STOP CONDITIONS	WARRANTED	YES	NO
A. Need to control left turn conflicts		YES	NO
B. Need to control vehicle/pedestrian conflicts at high ped locations		YES	NO
C. Visibility obstruction after stopping on minor street approach		YES	NO
D. Two similar neighborhood collector streets that would improve operation		YES	NO



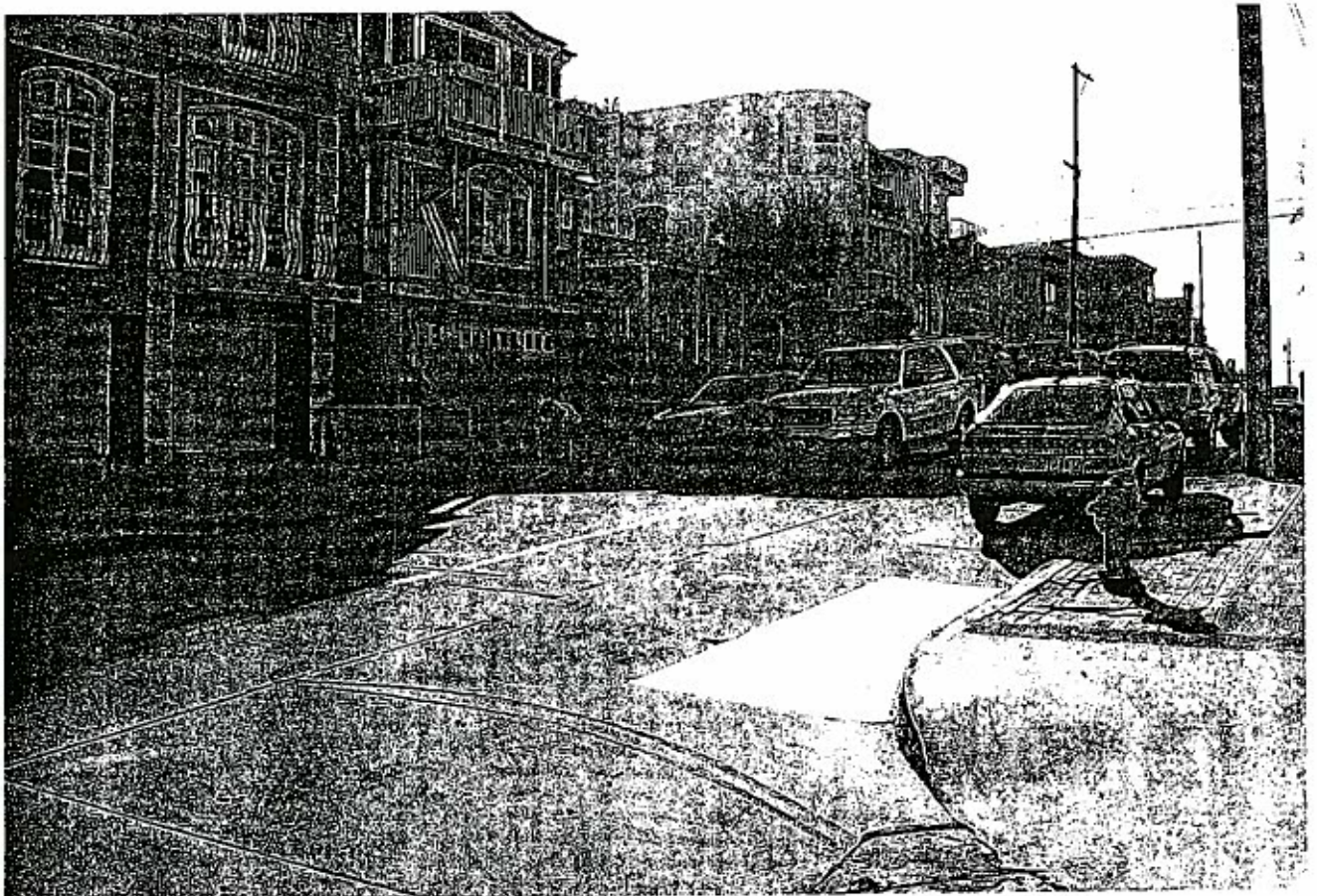
2nd Street at Morningside Drive Looking East (South Leg)



Northbound 2nd Street at Morningside Drive Looking West (South Leg)



2nd Street at Morningside Drive Looking East (North Leg)



2nd Street at Morningside Drive Looking East (North Leg)



City Hall

1400 Highland Avenue

Manhattan Beach, CA 90266-4795

Telephone (310) 802-5000

FAX (310) 802-5001

November 22, 2006

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

Re: Robinson School Traffic Study

Dear Resident/Property Owner:

The Manhattan Beach City Council has directed City staff to conduct a study of traffic and parking conditions in the areas surrounding Robinson Elementary School. The City's Traffic Engineer has completed an analysis and will present findings and recommendations to the Parking and Public Improvements Commission at a public meeting on Thursday, December 7, 2006.

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 input.

If you have any questions or would like any additional information, please call 802-5540 or E-mail rosborne@citymb.info

Sincerely,

Rob Osborne
Management Analyst
Community Development Department

**Public Correspondence
Received After
PPIC Meeting on December 7, 2006**

Rob Osborne

From: JELewisPhD@aol.com
Sent: Saturday, December 16, 2006 10:12 PM
To: Rob Osborne
Subject: Robinson School

I have sent voice mails to the principal at Robinson to no avail--no reply. I do not want to be cited in the Beach Reporter as having killed a child walking to school at Robinson. My driveway is on 1st street & I leave for work most mornings around the time Robinson is starting.

When I look in one side mirror of my car to see if there are kids & then look at the other side, kids appear running on the other side. Parents are so busy talking and laughing that they pay no attention to garage traffic. It is God's miracle that no one in our family has killed at least 3 children over recent years--the children are so short that you cannot see them out of the back of your SUV window. There is absolutely no regard on the part of the children or their parents that they could be in danger by car: pulling out of garages; however, I know the danger because I have almost hit kids many times despite my very cautious nature. They run, they ride bikes, they seem to think they are invincible. I could live with killing a kid because I am older and know it would not be my fault--however, I have college age children who are home only rarely, and if they ever killed a kid, it would ruin their lives forever. I know, because I know someone who did that at age 24, a child running into the street, my friend was not at fault, but she has never been the same even--I do not want that happening to my children because of the lack of concern on the part of the city of Manhattan Beach.

I am keeping this e-mail so that I have proof that if something bad happens, I have warned authorities. This is at least the third time I have raised this issue but nothing changes.

Remedy: I do not know why the traffic is directed on the south side of the street where there are garages, verses the north side of the street where there are none. I realize that one block of First street has garages on both sides, so that is problematic. However, there are crossing guards. I feel it would be a better use of one crossing guard to watch kids crossing across garage than a crosswalk where all cars stop.

This is a dangerous situation.

Something has to be done. It is only a matter of time before a child is killed or maimed by a car coming out of a garage & I don't want it to be me or anyone in my family that is the culprit. These kids run, speed on bicycles across garages and are short and cannot be seen. I have had many close calls in hitting kids or their parents --despite my awareness & concern--it is only a matter of time & I am not the only one who has a garage that is on the route to Robinson.

Concerned citizen.

Rob Osborne

From: RenaMcafee@aol.com
Sent: Saturday, December 16, 2006 1:50 PM
To: Rob Osborne
Subject: Robinson School Traffic/Parking Study

Rob Osborne...

I'd planned on attending last Thursdays meeting but was not able.

I live at 424 1st Street (since 1976). It's the second house east of Robinson's 1st Street staff parking lot. Now that I'm retired and home, daily I witness and tolerate minor to major to inconveniences and safety risks because of the inconsiderate and rude behavior of parents dropping off/picking up their children at Robinson.

There is no way I can back out of my single car garage around 8:00 AM; or the two student afternoon release times.

At least one day a week a parent's vehicle, usually an oversized SUV, parks ACROSS my single car garage drive way. I, as the home owner have been told..."Oh, I'll just be a minute"; "Oh sorry, I got to talking with a teacher...or other mother". My gardener was fixing my sprinkler and he told a mother when she parked across my driveway that I would be leaving in a few minutes. To which she responded to the gardener, "You mind your business, I'll mind mine." Wonder if she would have said that if he wasn't a (wonderful) Hispanic man who happens to have a son that just graduated from UCLA. I actually waited for her to let her know I was more offended by what she said to the gardener than her parking across my driveway.

Over the last few years I've gong to the school and they throw their hands up in frustration...saying they send home notices to the parents, etc., etc., etc. But the parents really don't care except about themselves.

What happens when I call Manhattan Beach dispatch to report the parking across my drive way (sometimes it's only 3 or 4 feet, but I still can't get my car out), the police don't come; they dispatch the 'parking ticket issuer' which can take 45-60 minutes. By then the car is gone. One morning I actually had to take a cab for a 9AM doctor appointment because I couldn't get out of my garage.

Just about 4 weeks ago, I witnessed large SUV door get hit by a passing driver because the inconsiderate parent opened the driver's side back door to exit her child. Then she got into it with the passing car WHO WAS NOT AT FAULT.

Honestly, I believe, with the 'riching' of Manhattan Beach, the new rich population is just insensitive, rude and disrespectful to others.

All this said, I absolutely hope that there is a plan to discourage parents from using 1st Street and park/drop. With the heavy work traffic that also uses 1st, many mornings it a true street jam. Honking of horns, fast acceleration (when possible) to make sure it's know the driver is happy.

When I must leave my house around the pick up/drop off times, I try to plan ahead and park my car in the street otherwise I can be stuck for up to 5 minutes.

Hum, if only violations could be issued for rude and disregarding behavior many of the problems would be eliminated. Too bad that can't be regulated and fined.

....now I won't get into the number of people that walk their dogs, along with their child to/from school. Since they can't tie the dogs up in the school, or the street sweeping sign pole, since that a violation, they tie the dogs to my front porch; leaving the dog to sit and squish the plants in the flower beds. They also removed the sticks I put in the beds to prevent this. Oops, I know that's not your area of concern.

Anyway, I hope there is a successful outcome to this nuisance...and rude behavior.

Thanks for hearing me out....Rena McAfee 310 379 7423

Rob Osborne

From: ctashnek@aol.com
Sent: Tuesday, December 19, 2006 12:16 PM
To: Rob Osborne
Subject: Re: Robinson School public conditions

Thank you for your reply. Dropping off and picking up children on a hill does not seem the safest area. My car has been backed into twice on this hill; if people are not used to parking on a hill they seem to give the car too much gas. The lower parking lot area could have an entrance and exit (a drive through) that would be flat and safe for the upper grades. And the drive through at the entrance of the school could be for the kindergarten students. The white zone would take away the much needed parking for the residents in the area. With the teachers and neighbors we are stretched for parking as it is. May 15 to Sept 15 the upper east (Morningside and area) streets require a Hermosa Beach parking permit, which brings many cars to Francisco street. The east side residents can get a parking permit (which many do not and choose to park in front of my house and the other resident homes), the west side (myself) can not get parking permit which leaves us with NO PARKING. So you see my dilemma and my concern. Please advise the exact time and date of the city council meeting.

Sincerely,
 Corrine

-----Original Message-----

From: rosborne@citymb.info
To: ctashnek@aol.com
Sent: Tue, 19 Dec 2006 9:51 AM
Subject: RE: Robinson School public conditions

The recommendation is to implement a white zone in the area adjacent to the gate so that kindergarten students can be dropped off more safely and efficiently. The zone would be in effect during school hours.

The City Council meeting regarding this issue is tentatively scheduled for January 16. I will send out notices about 2 weeks prior to the meeting.

Regarding the plants and trash I would encourage you to keep after the school to clean the area up.

Please let me know if I can be of further assistance.

Rob

-----Original Message-----

From: ctashnek@aol.com [mailto:ctashnek@aol.com]
Sent: Saturday, December 16, 2006 11:26 PM
To: Rob Osborne
Subject: Robinson School public conditions

Hi Rob,

I live at Morningside and Francisco, and am very concerned about the paper I received today regarding item # and 4. The idea of a "Student Loading Zone" for the front of my house is unreasonable. I am adjacent to the kindergarten gate and I am unclear what you want to create. In the afternoon there is no parking in front or around my house which is highly inconvenient for me. Also the teachers park in front of my house leaving myself or my family with no parking. Can you please clarify what you are proposing for the corner of Morningside and Francisco? When is the next City Council meeting regarding Robinson School.

Also, the plants on the corner are dying and there is always trash on this corner. I have talked to the office as well as the janitor. They both said they would put in a work order to the gardeners. The plants are dead and will soon become a fire hazard I guess my next step is to call the fire department.

Corrine Tashnek

310-379-0566

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Check out the new AOL. Most comprehensive set of free safety and security tools, free access to millions of high-quality videos from across the web, free AOL Mail and more.

Rob Osborne

From: Tyler Olson [tolson@mirapoint.com]
Sent: Tuesday, January 02, 2007 4:46 PM
To: Rob Osborne
Subject: Robinson School Traffic/Parking Study

Dear Mr. Osborne,

My apologies for not being able to respond in a more timely manner, holiday travel prevented me from receiving and replying to your followup containing the new recommendations for areas around Robinson School.

Quite frankly, the recommendations listed fall short of addressing some of the problems that my household have regarding traffic around our neighborhood.

My primary concern is two-fold, first, there is a provision for a stop sign at Morningside and 2nd, but there is no consideration made for controlling the intersection at Morningside and Francisco. In my opinion, that is a far more dangerous intersection with greater potential for problems and is directly adjacent to school property, while the one noted in the proposal is not adjacent nor as problematic.

Secondly, the list of recommendations proposes creating loading zones on Morningside and Francisco, essentially tying up large amounts of street parking in an area that is already very limited on supply.

The solutions proposed lead me to believe that this is less about traffic and more about parking around the school. The fact is that even if you made every spot around the school a loading zone, it would still not be enough to accomodate all vehicles during pickup and drop off times. The proposed loading curbs will not stop double parking around the school.

The best solution, in my opinion, is to mitigate the risk to student pedestrians by doing a better job managing the cross- traffic through the area to make it safer when coming and going to school.

I'm more than happy to discuss this further with you, at your convenience. If there is any other way that I can help champion my point of view, please advise.

Respectfully,

Tyler Olson
Systems Engineer
o: 310 937 7521
c: 310 683 8513

Rob Osborne

From: Dave Fratello [dave@zimark.com]
Sent: Friday, January 19, 2007 10:15 AM
To: Rob Osborne
Subject: Robinson Traffic/Parking

Dear Mr. Osborne,

I am late to get to you regarding traffic and parking issues near Robinson School. If it is too late to consider my comments, I understand.

I live at 94 Morningside Drive, one of three houses on the east side of the block between Robinson and 1st St.

I note that one recommendation (#8 of the "initial recommendations") was to paint a "new school crosswalk" along the south and west legs of the intersection of Morningside Dr. and 1st St.

I believe that painting the crosswalk on the south leg would effectively ELIMINATE TWO PARKING SPACES in an area that is already starved for street parking. This would be unfortunate.

My neighbors and I are routinely able to put two cars between my driveway at 94 Morningside and the stop sign at 1st St. Likewise, across the street on the west side of Morningside, it is common for two vehicles to fit between 1st St. and the driveway of the residence there.

A crosswalk would surely render the usable areas of those curbs too narrow for two cars to fit, meaning a loss of two spaces that we all regularly use.

On another issue, I note that cars traveling in both directions on 1st St., but especially westbound, ROUTINELY RUN THROUGH THE STOP SIGN at Morningside Dr., slowing a bit but not coming to a full stop. As the parent of a small child, I cringe every time I see it happen. I would encourage the use of a crossing guard at that intersection during school hours, and occasional police enforcement of the stop sign.

Thank you.

Sincerely,

Dave Fratello
94 Morningside Dr.
(310) 374-4444



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

March 13, 2007

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

Re: Robinson School Traffic and Parking Study

Dear Resident/Property Owner:

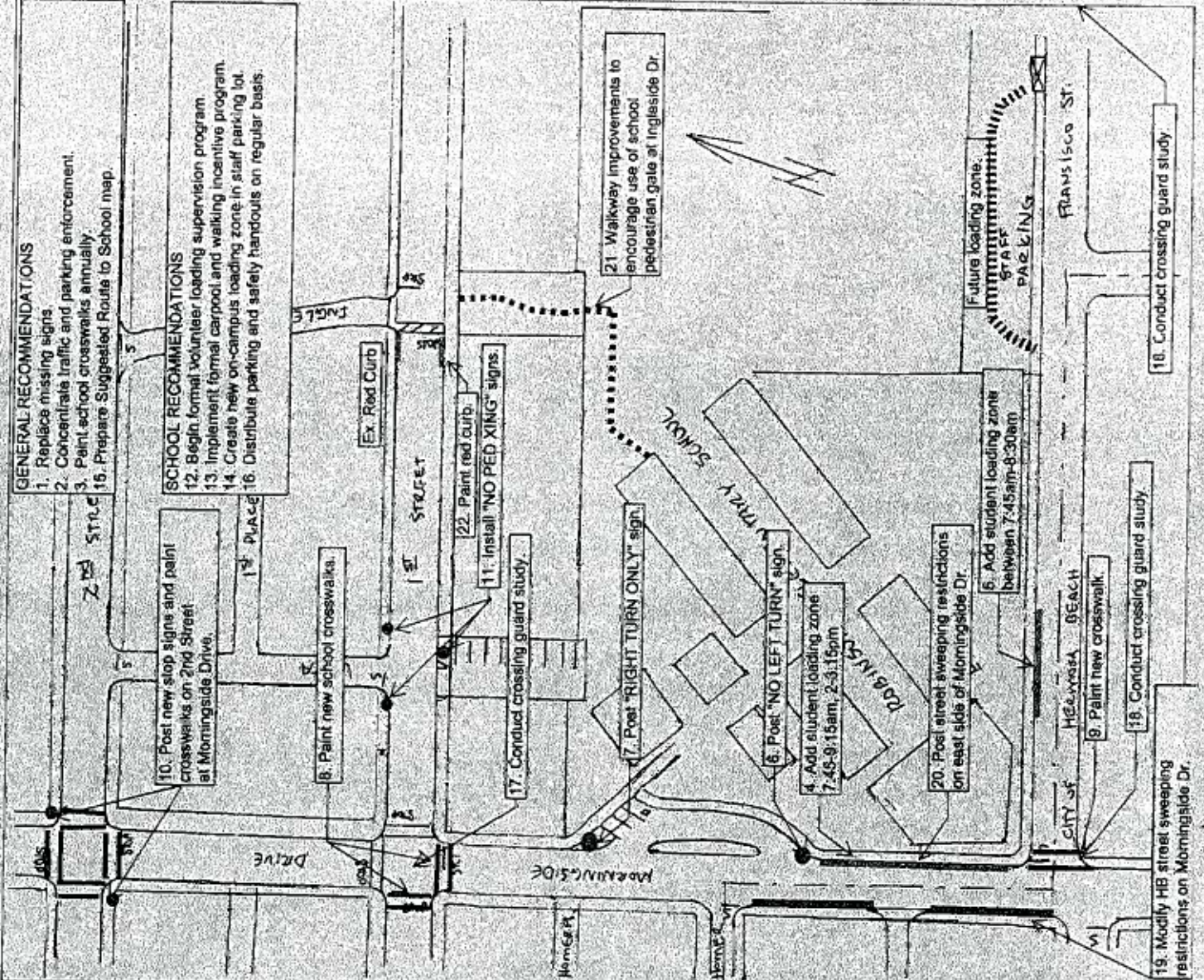
In 2003 the Manhattan Beach City Council directed City staff to conduct an evaluation of traffic and parking conditions in the areas surrounding schools, including the Robinson Elementary School campus. On December 7, 2006, the City's Traffic Engineer presented a proposed traffic and management plan for the Robinson School area to the Parking and Public Improvements Commission. This was followed up by a public workshop on February 7, 2007. A list of the proposed plan elements as recommended by the Commission and as amended following the public workshop is provided on the reverse side of this notice.

The Commission's recommendations regarding the proposed plan will be presented to the City Council for consideration at a public meeting on Tuesday, March 20, 2007. The meeting will be held in the City Council Chambers, 1400 Highland Avenue, and will begin at 6:30 p.m. Interested parties are encouraged to attend the meeting and provide input.

For additional information, please call (310) 802-5515 or E-mail rlackow@citymb.info

Sincerely,

Rosemary Lackow
Senior Planner
Community Development Department



GENERAL RECOMMENDATIONS

1. Replace missing signs
2. Concentrate traffic and parking enforcement.
3. Paint school crosswalks annually.
15. Prepare Suggested Route to School map.

SCHOOL RECOMMENDATIONS

12. Begin formal volunteer loading supervision program.
13. Implement formal carpool and walking incentive program.
14. Create new on-campus loading zone in staff parking lot.
16. Distribute parking and safety handouts on regular basis.

10. Post new stop signs and paint crosswalks on 2nd Street at Morningside Drive.

8. Paint new school crosswalks.

17. Conduct crossing guard study.

11. Install "NO PED XING" signs

22. Paint red curb

7. Post "RIGHT TURN ONLY" sign.

6. Post "NO LEFT TURN" sign.

4. Add student loading zone 7:45-9:15am, 2-3:15pm

20. Post street sweeping restrictions on east side of Morningside Dr.

5. Add student loading zone between 7:45am-8:30am

19. Modify HB street sweeping restrictions on Morningside Dr.

9. Paint new crosswalk

18. Conduct crossing guard study.

18. Conduct crossing guard study.

21. Walkway improvements to encourage use of school pedestrian gate at Ingleside Dr.

18. Conduct crossing guard study.

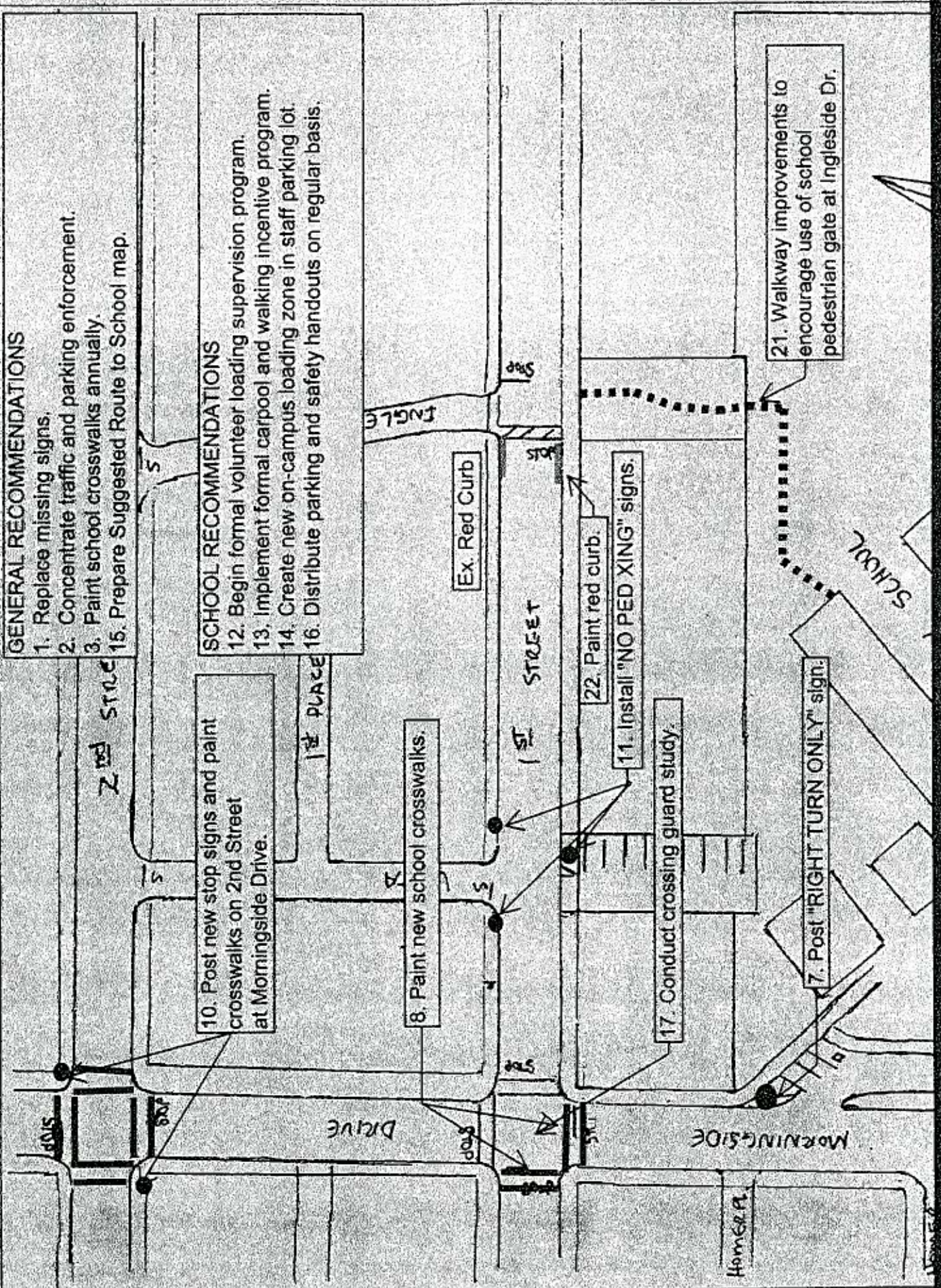
18. Conduct crossing guard study.

GENERAL RECOMMENDATIONS

- 1. Replace missing signs.
- 2. Concentrate traffic and parking enforcement.
- 3. Paint school crosswalks annually.
- 15. Prepare Suggested Route to School map.

SCHOOL RECOMMENDATIONS

- 12. Begin formal volunteer loading supervision program.
- 13. Implement formal carpool and walking incentive program.
- 14. Create new on-campus loading zone in staff parking lot.
- 16. Distribute parking and safety handouts on regular basis.



10. Post new stop signs and paint crosswalks on 2nd Street at Morningside Drive.

8. Paint new school crosswalks.

Ex. Red Curb

1ST STREET

22. Paint red curb.

11. Install "NO PED XING" signs.

17. Conduct crossing guard study.

7. Post "RIGHT TURN ONLY" sign.

21. Walkway improvements to encourage use of school pedestrian gate at Ingleside Dr.

SCHOOL

MORNINGSIDE

Home St.

INGLESIDE

STOP

STOP

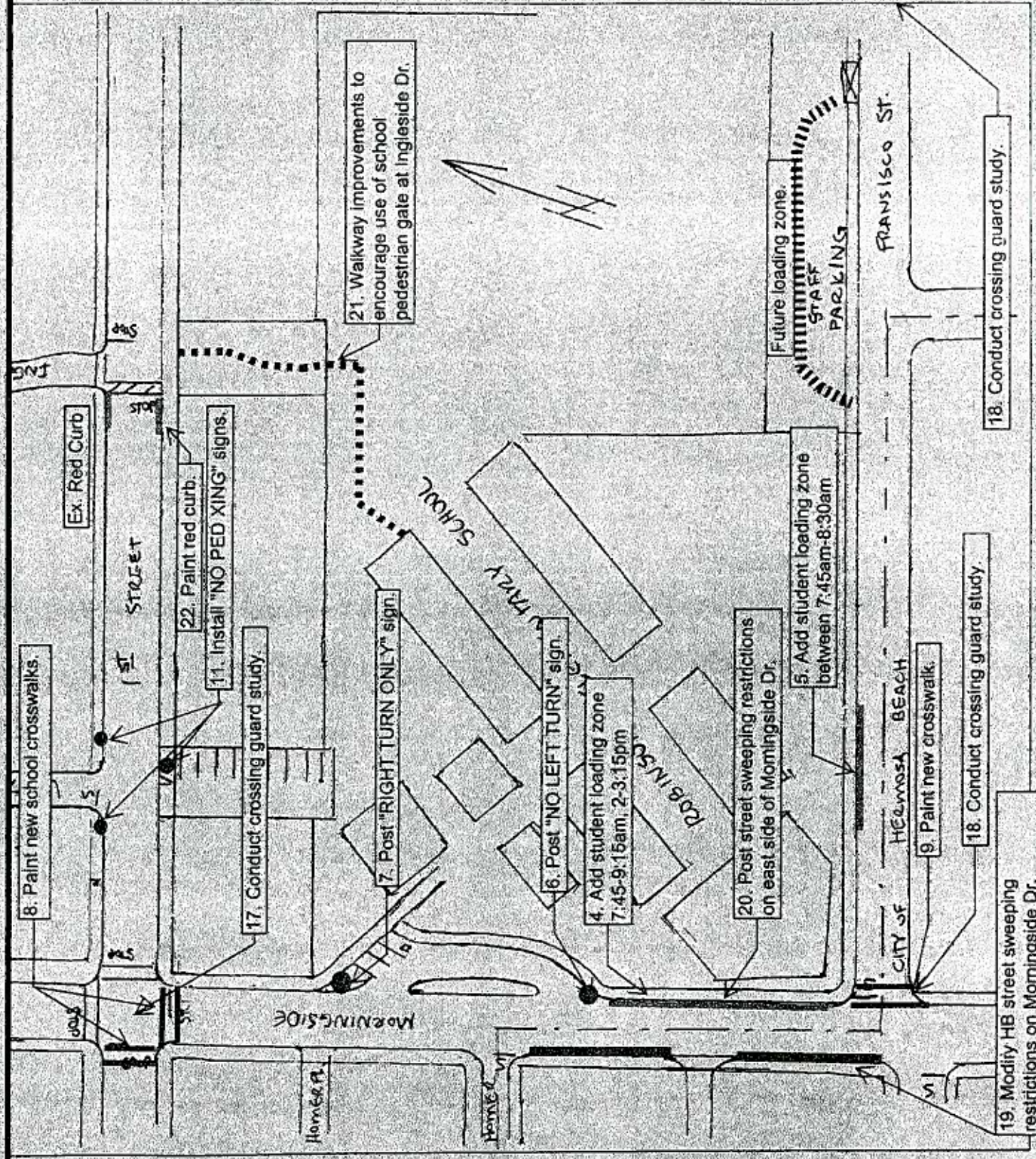
STOP

STOP

STOP

STOP

Home St.



8. Paint new school crosswalks.

Ex. Red Curb

1st STREET

22. Paint red curb.

11. Install "NO PED XING" signs.

17. Conduct crossing guard study.

7. Post "RIGHT TURN ONLY" sign.

6. Post "NO LEFT TURN" sign.

4. Add student loading zone
7:45-9:15am, 2-3:15pm

20. Post street sweeping restrictions
on east side of Morningside Dr.

5. Add student loading zone
between 7:45am-8:30am

9. Paint new crosswalk.

18. Conduct crossing guard study.

21. Walkway improvements to
encourage use of school
pedestrian gate at Ingleside Dr.

Future loading zone,
STAFF
PARKING

FRANCISCO ST.

18. Conduct crossing guard study.

19. Modify HB street sweeping
restrictions on Morningside Dr.

PUBLIC HEARINGS

None.

GENERAL BUSINESS

07/0320.7 Consideration of Initial Recommendations for the Robinson Elementary School Traffic and Parking Study

Traffic Engineer Erik Zandvliet briefly reviewed the Council's creation of a City-Wide Neighborhood Traffic Management Program in 2002; the direction to staff to conduct traffic and parking studies in areas surrounding Manhattan Beach schools in 2003; the presentation of area resident concerns regarding these impacts to the Parking and Public Improvements Commission (PPIC) in December of 2006; and the public workshop to gather additional comments and concerns this past February. He reviewed the 22 recommendations, as listed in the staff report.

Council and Traffic Engineer Zandvliet briefly discussed the studies for additional crossing guards.

There was no public comment on this item.

Council and Traffic Engineer Zandvliet discussed how long it would take to conduct the crossing guard studies; the best location for an additional crossing guard(s); concerns from Hermosa Beach residents regarding the loss of parking; and the cost of adding an additional crossing guard(s).

Council concurred to fund one additional crossing guard and conduct the traffic and parking study.

MOTION: Mayor Pro Tem Aldinger moved to approve the Parking and Public Improvements Commission recommendations (as listed in the staff report) and approve the additional funding for one crossing guard. The motion was seconded by Councilmember Montgomery and passed by the following unanimous roll call vote:

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

ITEMS REMOVED FROM THE CONSENT CALENDAR

None.

AUDIENCE PARTICIPATION

07/0320.12 Viet Ngo Re Advice to New Councilmember

Viet Ngo, No Address Provided, advised newly elected Councilmember Cohen to uphold the law; take her position seriously; and consider reviewing the contract of Jonathan Tolkin LLC. He also stated it is illegal for the Council to receive anything more than \$200 in salary.



EXHIBIT
D

RECEIVED
NOV 13 2007
By _____

To EZ
prepare
letter
response.
RL

November 5, 2007

Rosie Lackow, Sr. Planner
City of Manhattan Beach
1400 Highland Avenue
Manhattan Beach, CA 90266

RECEIVED
NOV 13 2007
By *Rosie Lackow*

Re: Robinson Elementary School

Dear Rosie,

I apologize for the delay. When we last spoke, you mentioned it might be a good idea to put together a list of items we would like to see implemented here at Robinson School. Please let us know if the following ideas are feasible:

- (1) Marked cross walks at the front of the school.
- (2) Remove the red zone at the corner of Morningside Drive and the traffic circle
- (3) Re-locate white loading zone area on Francisco Street to front of CDC gate
- (4) Amend "No Parking" times to read 7:45 – 9:00am, 1:00 – 3:00pm
- (5) MBPD or parking enforcement officer presence once a week
- (6) Replace and re-locate "no left turn" sign with much larger sign
- (7) Add larger "No Parking" signs between the loading zone on Morningside Drive

I know creating marked crosswalks from Manhattan Beach across to Hermosa Beach may be difficult. However, having a marked crosswalk would be most beneficial in insuring the safety of our children here at Robinson School.

Thank you for your consideration,

Loretta Summers
Safety Committee

EXHIBIT

E



City Hall 1400 Highland Avenue

Manhattan Beach, CA 90266

Telephone (310) 802-5000

FAX (310) 802-5001

June 11, 2008

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

Re: Robinson Elementary School Follow up Traffic and Parking Study

Dear Property Owner/Resident:

The Manhattan Beach City Council has directed City staff to conduct a follow up study of traffic and parking conditions in the area surrounding Robinson Elementary School. The City's Traffic Engineer has completed an analysis and will present findings and recommendations to the Parking and Public Improvements Commission at a public meeting on July 10, 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

EXHIBIT
C

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF SPECIAL MEETING
JULY 10, 2008**

The Special Meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California, was held on the 10th day of July, 2008, at the hour of 6:33 p.m., in the City Council Chambers of City Hall, at 1400 Highland Avenue, in said City.

A. ROLL CALL

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

B. AGENDA CHANGES

None.

C. APPROVAL OF MINUTES – June 26, 2008

A motion was MADE and SECONDED (Silverman/Gross) to approve the minutes of June 26, 2008 with a correction on page 6, omitting Chair Gross and naming Donahue as commissioner and chair.

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

D. AUDIENCE PARTICIPATION

None.

E. GENERAL BUSINESS

F. School Area Traffic Study – Robinson Elementary School

Management Analyst Stevenson introduced this item.

Traffic Engineer Zandvliet presented the staff report and recommended that the Commission conduct a public hearing and vote to continue the initial traffic safety measures and implement the following additional measures for the area surrounding Robinson Elementary School.

1. Paint a white student loading zone and divided lane line in the existing turnout in front of Robinson Elementary School
2. Relocate existing school loading zone on Francisco Street easterly to the CDC gate and add an afternoon loading time between 2:30pm and 3pm.
3. Implement a regular and rotating police presence at Robinson School to enforce traffic laws.

Traffic Engineer Zandvliet presented a brief evaluation and status report of the initial measures implemented at and around Robinson Elementary School and the effectiveness of these safety measures. He explained that he and staff conducted several follow-up field investigations. He also stated that the principal of Robinson Elementary School, Ms. Nancy Doyle, along with members of the PTA were very involved in all stages of the School area plan. He also noted that staff had met with them in April 2008 and that their comments and observations were incorporated in the analysis presented this evening. Traffic Engineer Zandvliet also commented that this was another example, along with Grandview Elementary School, that demonstrates the necessity of the three "E's" – Engineering, Education and Enforcement, to make a traffic safety system work.

Discussion

The Commissioners asked the following questions of Traffic Engineer Zandvliet beginning with Commissioner Gross, asking about the number of police staff available to assist the schools in monitoring traffic around each school area.

Traffic Engineer Zandvliet addressed each of the following questions. He noted that there were current staffing issues with the police department that didn't allow a routine presence at the school, but this is an important issue to the police and they do the best they can with the manpower available. Management Analyst Stevenson reported that a fully staffed department would have six officers assigned to this particular duty but currently there are only three officers available. She also explained that Police Officers may be enforcing traffic in streets surrounding the school, where school staff and other parents may not be able to see them.

Commissioner Stabile expressed his concern about making a decision with no police representative available at this meeting. He also asked for clarification on measure #5 regarding the relocation of current loading zone on Francisco.

Traffic Engineer Zandvliet expressed that it was the observation of staff and the school administration that the drop zone would better suit the needs of the students and parents if it were moved further east on Francisco.

Commissioner Silverman pointed out that the red curb needed to be painted along the drop off. He also stated that there was a tree that needs to be pruned over the drop off area.

Traffic Engineer Zandvliet stated the curb was scheduled to be painted this summer and that he would look into the need to prune the tree.

Chair Donahue noted the lack of a parking schematic in the report.

Commissioner Adami referred to an email from Rob Osborne, former Management Analyst of the City, dated November 11, 2006, referencing the need for a crossing guard on both sides of the school.

Traffic Engineer Zandvliet responded that the crossing guard study is still pending.

Commissioner Stabile asked if Traffic Engineer Zandvliet knew what the radius of students was around each school and what the average walking distance might be.

Traffic Engineer Zandvliet explained that he did not have the figures in front of him but he would guesstimate ¼ mile.

Traffic Engineer Zandvliet recommended that the next step for the Commission is to submit this request to City Council for approval and the appropriation of funds if needed.

A discussion ensued among Traffic Engineer Zandvliet and the Commission regarding the status of the current loading zones. Traffic Engineer Zandvliet expressed his feeling that they had improved traffic congestion and increased safety around the school during drop off and pick up times. He stated that there was a need for adult supervision to monitor the flow of traffic and keep it moving. He explained that parents had been given a hard copy of the rules the school and City would like observed at these times but there was a need to have them enforced. It was apparent to staff and school administration that those parents who were running late in dropping their kids off at school were the largest population of offenders.

Chair Donahue opened the item for public comment at 7:03 p.m.

Loretta Summer, 300 block of 11th Street, Safety Chair of Robinson Elementary School, expressed her concerns over finding parent volunteers to enforce the measures put in place around the school by the City. She has advertised in a number of different ways for volunteers and has had some response, however, most parent volunteers only last a day because the parents dropping off their children, especially those who are running late are so rude and offensive. The principal at Robinson doesn't want her staff to monitor traffic as it is not part of their employment agreement and she doesn't feel it is appropriate. Ms. Summer has checked with the other elementary schools and found that some use staff and some have volunteers.

Ms. Summer agreed that moving the loading zone east on Francisco would alleviate more of the congestion. She expressed the need for a crossing guard at Valley and Vista. She also noted that when there is a visible police presence at the school that the parents tend to obey the rules.

Richard Ackerman, 400 block of 1st Street, stated that 1st Street was chaotic especially in the mornings but also in the afternoon. He expressed concern over the traffic situation and the close calls between cars and pedestrians that he has witnessed during school

hours. He thinks that if the school would lock the gate to the school from the staff parking lot on 1st Street that a lot of the traffic would be eliminated on that street. Mr. Ackerman would like to request that the Commission consider parking restrictions on 1st Street during drop off and pick up times, eliminating parking on south side of street from Ingleside to Morningside.

Traffic Engineer Zandvliet stated that he could survey the residents on 1st Street to see if they would support parking restrictions.

Henrietta Mosley, 400 block of 1st Street, voiced her concerns about the loss of parking spaces as there already is a lot of jockeying of cars because of street sweeping. She suggests that the presence of police on a routine basis and more control of the gates allowing access to the school would be a better solution.

Steve Kallenbach, 1100 block of N. Meadows, wanted to request a police, meter maid, some presence of authority at all of the schools.

Loretta Summer, 300 block of 11th Street, Safety Chair of Robinson Elementary School, expressed her concern about locking the gate on 1st Street and the possible deterrent it may pose on Wednesday, the day they encourage students to walk to school.

Public hearing was closed at 7:33 p.m.

Commissioner Gross recommended a variation on measure #12, that would encourage the City and school to work together to find the volunteers/staff to monitor the traffic.

Commissioner Adami supported the role of parent volunteers but would like to see a police presence at the school for 30 minutes in the morning, during the crucial drop off time.

Commissioner Silverman suggested that even the presence of an unmanned police vehicle may act as a deterrent for parent offenders.

Action

A motion was MADE and SECONDED (Silverman/Adami) to present the three additional recommendations from staff to Council with the revision of #12 to include that Council have a dialogue with each elementary school to find a solution to monitor the traffic situation at each school and enforce the measures put in place, via parent volunteers or City staff.

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

2. School Area Traffic Study – Meadows Elementary School

Management Analyst Stevenson introduced this item.

Traffic Engineer Zandvliet presented the staff report and recommendations noting that the residents and school staff were all active participants in the school area traffic study. He recommended that the Commission take steps to implement the following initial mitigation measures:

1. Replace missing traffic signs and street name signs.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Paint a white loading zone on the east side of the existing turnout along Meadows Avenue in front of the school during the AM drop-off period.
5. Install a new student loading zone on the east side of Meadows Avenue north of the main school entrance and modify parking restrictions on the west side of Meadows Avenue directly opposite the loading zone.
6. Pursue a capital project to construct an intersection bulb-out on the southeast corner of Meadows Avenue and 17th Street.
7. Paint new school crosswalks at the stopped intersection of Meadows Avenue and 17th Street on the east and west legs.
8. Paint new school crosswalks at the intersection of Meadows Avenue and 12th Street on the west leg.
9. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
10. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
11. Prepare Suggested Routes to School map for distribution to parents.
12. Encourage the school to distribute traffic safety handouts regularly throughout the school year.

Traffic Engineer Zandvliet noted that there were some requests of an urgent nature that were addressed in the Fall of 2007 such as better notification of cross walk as the hill crests on Rowell. He expressed the need for more loading zones to accommodate the 500 students at the school. Traffic Engineer Zandvliet also suggested that there be a more formal walking program established at the school, better signage, a police presence, and noted the limited parking for parents around the school.

Discussion

The Commissioners asked the following questions of Traffic Engineer Zandvliet beginning with the possibility of the installation of a temporary bulb-out on Meadows Avenue near 17th Street to assist in the use of the area as a loading zone, before spending funds.

Traffic Engineer Zandvliet confirmed that this could be done.

Commissioner Gross asked if the residents on Meadow were aware of the desire to increase the loading zone area on Meadows.

Traffic Engineer Zandvliet stated that the residents were aware of the recommendations and the possibility of increased traffic on Meadows.

Commissioner Silverman asked if all the recommendations for Rowell had been implemented.

Traffic Engineer Zandvliet confirmed that they had been completed.

Chair Donahue opened the item for public hearing at 7:58 p.m.

Connie Harrington, Principal of Meadows Avenue School, supported the recommendation to create a loading zone on Meadows, north of the Administration offices. She said that the school had also engaged in the use of volunteers but that parents are so cranky in the morning that the volunteers don't last more than a day. She shared that they had used the members of Student Council to greet students and parents each morning but for health reasons and exposure to car exhaust discontinued the program, though she did feel that it helped to monitor the flow of traffic.

Ms. Harrington would like to see the school and City work with parent volunteers to establish a more formal training program and equipment for volunteers. She also suggested having a police presence at the school on a rotating basis a couple days a week during the peak drop off time of 8:00 and 8:15. Meadows does have a formal walking program, Foot loose Fridays that they encourage students and parents to participate in.

She stated that she was willing to try the loading zone in the front of the school again if they could assure a way to monitor the flow of traffic and not block 12th Street or Manhattan Beach Blvd. With the additional loading zone on Meadows she feels like this may work.

Steve Kallenbach, 1100 block of N. Meadows, complimented the City on the work they are doing to resolve traffic issues and safety concerns around the school. He agrees that the parents who are dropping off their children in the morning are rude and inconsiderate to the neighbors in the area. He has worked both with Ana and Eric to resolve traffic issues. He is in support of opening up the fire lane in front of the school at drop off time with the installation of a second drop off lane on Meadows, provided it doesn't block traffic on 12th Street and Manhattan Beach Blvd.

Tim O'Neil, 1300 block of 17th Street, said that 17th Street is solid cars during special events at Meadows and finds with so many large SUV's it is a hazard to go in and out of his driveway at these times. He has witnessed drivers running the stop sign at 17th Street north of Meadows. He supports the bulb-out on Meadows just south of 17th.

Richard Perle, 1400 block of Meadows, stressed that the worst time for traffic congestion is at drop off between 8:00 – 8:15 AM. He expressed his concern that it might be very difficult for the crossing guard to direct traffic at the crosswalk situated on Meadows directly across from the main entrance to the school if the fire lane is used as a drop off, and traffic is allowed to make left hand turns onto Meadows.

The public hearing was closed at 8:22 PM.

Commissioners held a brief discussion with Traffic Engineer Zandvliet and agreed that it would be a good idea to prohibit left hand turns going into and leaving the loading zone in the front of the school and to limit the use of this loading zone to afternoon pick-up only. The commission would like to add the installation of a temporary bulb-out.

Principal Harrington noted that the only official drop off site at Meadows presently is in the parking lot off of Rowell and that parents drop their children off on the west side of Meadows now, allowing them to run across the street. This poses a real safety issue.

Traffic Engineer Zandvliet stated the possibility of using the loading zone as a short term parking site for kindergarten pick-up at the 11:00 AM slot. He also suggested the use of a blinking light on a cone to increase awareness of the crosswalk across from the main entrance to the school to drivers on Meadows.

Commissioner Gross would like to see Council involved in resolving early morning traffic problems that occur at all our schools. He suggested the use of the police auxiliary as an affordable authoritative presence at the schools.

Commissioner Adami would like to see a police presence at each of the schools during drop off times.

Action

A motion was MADE and SECONDED (Donahue/Stabile) to present recommendations to Council with the following revisions; #4 the inclusion of opening the fire lane for afternoon pick ups on a trial basis in conjunction with the installation of a new loading zone on Meadows north of the main entrance to the school, #6 to include the installation of a temporary bulb-out on a trial basis, and the addition of #13, to include that Council have a dialogue with each elementary school to find a solution to monitor the traffic situation at each school and enforce the measures put in place, via parent volunteers or City staff, and #14 to prohibit left hand turns in and out of loading zone/fire lane on Meadows.

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

Management Analyst Stevenson commented that recommendations may be made to Council at the City Council meeting of August 5, 2008.

At 8:40 PM, there was a recess until 8:50 PM, when the meeting reconvened in regular agenda order with all Commissioners present

3. **Consider Installation of Double Double Yellow Line Painted Medium on Manhattan Beach Boulevard and Manhattan Avenue in Downtown.**

Management Analyst Stevenson introduced this item.

Traffic Engineer Zandvliet presented the staff report and recommended that the Commission approve the installation of double double yellow lines on Manhattan Avenue from 8th Street to 15th Street. He explained that the installation would require the sandblasting of the current line and painting of the new yellow lines. He also recommended the addition of another set of double yellow lines on Manhattan Beach Boulevard from the Strand to Morningside, noting that the street is wide enough to allow them to paint an additional set of lines next to the existing double yellow lines.

Traffic Engineer Zandvliet stated that technically it is illegal to cross the lines that are there at the present but the law is not strictly enforced. The double double yellow lines would offer more of a deterrent to drivers. He stated that the Police Chief supports the installation of the double double yellow lines as an inexpensive and effective way to enforce the law.

Management Analyst Stevenson estimated the approximate cost of the project would be under \$1000.

Chair Donahue expressed his opposition to more street painting.

Commissioner Stabile supports the installation of additional lines as a cheap and easy way to assist the police in enforcing the law.

Commissioner Gross shared the same concerns as Chair Donahue, not convinced that it would deter drivers from crossing the line.

Commissioner Adami agreed with the recommendation and the potential of safer streets.

Management Analyst Stevenson stated that drivers don't watch for pedestrians or bicyclists when crossing the line to park.

Traffic Engineer Zandvliet informed the Commission that the double double yellow line signifies the restriction of crossing the line, and is noted as such nation wide. He believes the double double yellow painted median would improve driver's behavior, not necessarily prevent

it from ever occurring.

Commissioner Stabile reiterated his opinion that is an easy way to minimize U turns in the downtown area.

Commissioner Silverman asked if it could be done on a trial basis. He also asked if the Downtown Business Professional Association had any thoughts on the project.

Traffic Engineer Zandvliet recommended that it not be done on a trail basis.

Action

A motion was MADE and SECONDED (Gross/Adami) to present recommendations to Council.

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

G. COMMISSION BUSINESS

Management Analyst Stevenson handed out a flyer with information on the upcoming AB1234 Ethics Training Class that the City is offering and that Commissioners are required to attend.

H. ADJOURNMENT

The meeting was adjourned at 9:12 p.m.

PATRICIA SCHILLING
Recording Secretary

ATTEST:

ANA STEVENSON
Management Analyst



EXHIBIT

D

City Hall 1400 Highland Avenue

Manhattan Beach, CA 90266

Telephone (310) 802-5000

FAX (310) 802-5001

July 18, 2008

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

Re: Robinson Elementary School Follow Up Traffic and Parking Study

Dear Property Owner / Resident:

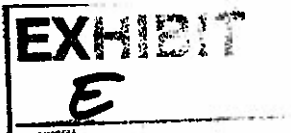
On July 10, 2007, the Parking and Public Improvements Commission (PPIC) reviewed the Robinson Elementary School Follow Up Traffic and Parking Study. The PPIC voted to recommend that the City Council approve the proposed parking and traffic improvements.

The City Council will hold a public discussion and review these recommendations at a public meeting on Tuesday, August 5, 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.

Staff report and recommendations will be available for review the week before the meeting. If you have any questions or would like any additional information, please call at (310) 802 5540 or email astevenson@citymb.info.

Sincerely,

Ana Stevenson
Management Analyst



Ana Stevenson

From: jim porter [quailgun@yahoo.com]
Sent: Wednesday, July 23, 2008 12:27 PM
To: Ana Stevenson
Subject: Robinson Elementary School

Ana Stevenson:

Re: Homer St. parent drop off

Please require parents to not drop off or pick up students on Homer St. off of valley. This is a cul-de-sac street with very little turn around space. We have had cars hit by parents trying to get out and back onto valley. By keeping the Homer St. gate locked until school begins will help, but children will still climb over the fence. This could cause accidents or injury to the children. Therefore, by restricting drop off at the Homer St. gate will prevent problems.

Please consider this in any plan you come up with.

James & Carol Porter

533 Homer St.

Manhattan Beach, Ca. 90266

07/23/2008

Ana Stevenson

From: RenaMcafee@aol.com
Sent: Wednesday, July 23, 2008 12:12 PM
To: Ana Stevenson
Subject: Pubic Meeting Notice Robininson School August 5
Follow Up Flag: Follow up
Due By: Friday, August 01, 2008 11:00 AM
Flag Status: Flagged

Hello Ana..

I receive the notice of public meeting re Robinson Elementary School Follow Up Traffic and Parking Study.

I was not in town July 10 to attend the meeting. I will be in Canada when the follow up meeting is scheduled on August 5. Is there somewhere I can read by Wednesday of next week what recommendations have been made?

I am significantly affected by the horrific traffic; rude mother's in their oversized SUVs' who deliberately park across my narrow/single car driveway without regard to me not being able to get out/or into my garage. Never knew until I retired how bad the situation is. During school session it is sometime close to impossible and dangerous to back out of my driveway...as I live on 1st Street one house from the teacher's parking lot.

I have a great interest in this and would appreciate the opportunity to review the recommendations.

Thank you.

Alexandrina ("Rena") McAfee
424 1st Street
310 379 7423

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**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF SPECIAL MEETING
JULY 10, 2008**

The Special Meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California, was held on the 10th day of July, 2008, at the hour of 6:33 p.m., in the City Council Chambers of City Hall, at 1400 Highland Avenue, in said City.

A. ROLL CALL

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

B. AGENDA CHANGES

None.

C. APPROVAL OF MINUTES – June 26, 2008

A motion was MADE and SECONDED (Silverman/Gross) to approve the minutes of June 26, 2008 with a correction on page 6, omitting Chair Gross and naming Donahue as commissioner and chair.

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

D. AUDIENCE PARTICIPATION

None.

E. GENERAL BUSINESS

F. School Area Traffic Study – Robinson Elementary School

Management Analyst Stevenson introduced this item.

Traffic Engineer Zandvliet presented the staff report and recommended that the Commission conduct a public hearing and vote to continue the initial traffic safety measures and implement the following additional measures for the area surrounding Robinson Elementary School.

1. Paint a white student loading zone and divided lane line in the existing turnout in front of Robinson Elementary School
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Traffic Engineer Zandvliet presented a brief evaluation and status report of the initial measures implemented at and around Robinson Elementary School and the effectiveness of these safety measures. He explained that he and staff conducted several follow-up field investigations. He also stated that the principal of Robinson Elementary School, Ms. Nancy Doyle, along with members of the PTA were very involved in all stages of the School area plan. He also noted that staff had met with them in April 2008 and that their comments and observations were incorporated in the analysis presented this evening. Traffic Engineer Zandvliet also commented that this was another example, along with Grandview Elementary School, that demonstrates the necessity of the three "E's" – Engineering, Education and Enforcement, to make a traffic safety system work.

Discussion

The Commissioners asked the following questions of Traffic Engineer Zandvliet beginning with Commissioner Gross, asking about the number of police staff available to assist the schools in monitoring traffic around each school area.

Traffic Engineer Zandvliet addressed each of the following questions. He noted that there were current staffing issues with the police department that didn't allow a routine presence at the school, but this is an important issue to the police and they do the best they can with the manpower available. Management Analyst Stevenson reported that a fully staffed department would have six officers assigned to this particular duty but currently there are only three officers available. She also explained that Police Officers may be enforcing traffic in streets surrounding the school, where school staff and other parents may not be able to see them.

Commissioner Stabile expressed his concern about making a decision with no police representative available at this meeting. He also asked for clarification on measure #5 regarding the relocation of current loading zone on Francisco.

Traffic Engineer Zandvliet expressed that it was the observation of staff and the school administration that the drop zone would better suit the needs of the students and parents if it were moved further east on Francisco.

Commissioner Silverman pointed out that the red curb needed to be painted along the drop off. He also stated that there was a tree that needs to be pruned over the drop off area.

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Chair Donahue noted the lack of a parking schematic in the report.

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Traffic Engineer Zandvliet responded that the crossing guard study is still pending.

Commissioner Stabile asked if Traffic Engineer Zandvliet knew what the radius of students was around each school and what the average walking distance might be.

Traffic Engineer Zandvliet explained that he did not have the figures in front of him but he would guesstimate $\frac{1}{4}$ mile.

Traffic Engineer Zandvliet recommended that the next step for the Commission is to submit this request to City Council for approval and the appropriation of funds if needed.

A discussion ensued among Traffic Engineer Zandvliet and the Commission regarding the status of the current loading zones. Traffic Engineer Zandvliet expressed his feeling that they had improved traffic congestion and increased safety around the school during drop off and pick up times. He stated that there was a need for adult supervision to monitor the flow of traffic and keep it moving. He explained that parents had been given a hard copy of the rules the school and City would like observed at these times but there was a need to have them enforced. It was apparent to staff and school administration that those parents who were running late in dropping their kids off at school were the largest population of offenders.

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Ms. Summer agreed that moving the loading zone east on Francisco would alleviate more of the congestion. She expressed the need for a crossing guard at Valley and Vista. She also noted that when there is a visible police presence at the school that the parents tend to obey the rules.

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hours. He thinks that if the school would lock the gate to the school from the staff parking lot on 1st Street that a lot of the traffic would be eliminated on that street. Mr. Ackerman would like to request that the Commission consider parking restrictions on 1st Street during drop off and pick up times, eliminating parking on south side of street from Ingleside to Morningside.

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Commissioner Silverman suggested that even the presence of an unmanned police vehicle may act as a deterrent for parent offenders.

Action

A motion was MADE and SECONDED (Silverman/Adami) to present the three additional recommendations from staff to Council with the revision of #12 to include that Council have a dialogue with each elementary school to find a solution to monitor the traffic situation at each school and enforce the measures put in place, via parent volunteers or City staff.

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

2. School Area Traffic Study – Meadows Elementary School

Management Analyst Stevenson introduced this item.

Traffic Engineer Zandvliet presented the staff report and recommendations noting that the residents and school staff were all active participants in the school area traffic study. He recommended that the Commission take steps to implement the following initial mitigation measures:

1. Replace missing traffic signs and street name signs.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Paint a white loading zone on the east side of the existing turnout along Meadows Avenue in front of the school during the AM drop-off period.
5. Install a new student loading zone on the east side of Meadows Avenue north of the main school entrance and modify parking restrictions on the west side of Meadows Avenue directly opposite the loading zone.
6. Pursue a capital project to construct an intersection bulb-out on the southeast corner of Meadows Avenue and 17th Street.
7. Paint new school crosswalks at the stopped intersection of Meadows Avenue and 17th Street on the east and west legs.
8. Paint new school crosswalks at the intersection of Meadows Avenue and 12th Street on the west leg.
9. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
10. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
11. Prepare Suggested Routes to School map for distribution to parents.
12. Encourage the school to distribute traffic safety handouts regularly throughout the school year.

Traffic Engineer Zandvliet noted that there were some requests of an urgent nature that were addressed in the Fall of 2007 such as better notification of cross walk as the hill crests on Rowell. He expressed the need for more loading zones to accommodate the 500 students at the school. Traffic Engineer Zandvliet also suggested that there be a more formal walking program established at the school, better signage, a police presence, and noted the limited parking for parents around the school.

Discussion

The Commissioners asked the following questions of Traffic Engineer Zandvliet beginning with the possibility of the installation of a temporary bulb-out on Meadows Avenue near 17th Street to assist in the use of the area as a loading zone, before spending funds.

Traffic Engineer Zandvliet confirmed that this could be done.

Commissioner Gross asked if the residents on Meadow were aware of the desire to increase the loading zone area on Meadows.

Traffic Engineer Zandvliet stated that the residents were aware of the recommendations and the possibility of increased traffic on Meadows.

Commissioner Silverman asked if all the recommendations for Rowell had been implemented.

Traffic Engineer Zandvliet confirmed that they had been completed.

Chair Donahue opened the item for public hearing at 7:58 p.m.

Connie Harrington, Principal of Meadows Avenue School, supported the recommendation to create a loading zone on Meadows, north of the Administration offices. She said that the school had also engaged in the use of volunteers but that parents are so cranky in the morning that the volunteers don't last more than a day. She shared that they had used the members of Student Council to greet students and parents each morning but for health reasons and exposure to car exhaust discontinued the program, though she did feel that it helped to monitor the flow of traffic.

Ms. Harrington would like to see the school and City work with parent volunteers to establish a more formal training program and equipment for volunteers. She also suggested having a police presence at the school on a rotating basis a couple days a week during the peak drop off time of 8:00 and 8:15. Meadows does have a formal walking program, Foot loose Fridays that they encourage students and parents to participate in.

She stated that she was willing to try the loading zone in the front of the school again if they could assure a way to monitor the flow of traffic and not block 12th Street or Manhattan Beach Blvd. With the additional loading zone on Meadows she feels like this may work.

Steve Kallenbach, 1100 block of N. Meadows, complimented the City on the work they are doing to resolve traffic issues and safety concerns around the school. He agrees that the parents who are dropping off their children in the morning are rude and inconsiderate to the neighbors in the area. He has worked both with Ana and Eric to resolve traffic issues. He is in support of opening up the fire lane in front of the school at drop off time with the installation of a second drop off lane on Meadows, provided it doesn't block traffic on 12th Street and Manhattan Beach Blvd.

Tim O'Neil, 1300 block of 17th Street, said that 17th Street is solid cars during special events at Meadows and finds with so many large SUV's it is a hazard to go in and out of his driveway at these times. He has witnessed drivers running the stop sign at 17th Street north of Meadows. He supports the bulb-out on Meadows just south of 17th.

Richard Perle, 1400 block of Meadows, stressed that the worst time for traffic congestion is at drop off between 8:00 – 8:15 AM. He expressed his concern that it might be very difficult for the crossing guard to direct traffic at the crosswalk situated on Meadows directly across from the main entrance to the school if the fire lane is used as a drop off, and traffic is allowed to make left hand turns onto Meadows.

The public hearing was closed at 8:22 PM.

Commissioners held a brief discussion with Traffic Engineer Zandvliet and agreed that it would be a good idea to prohibit left hand turns going into and leaving the loading zone in the front of the school and to limit the use of this loading zone to afternoon pick-up only. The commission would like to add the installation of a temporary bulb-out.

Principal Harrington noted that the only official drop off site at Meadows presently is in the parking lot off of Rowell and that parents drop their children off on the west side of Meadows now, allowing them to run across the street. This poses a real safety issue.

Traffic Engineer Zandvliet stated the possibility of using the loading zone as a short term parking site for kindergarten pick-up at the 11:00 AM slot. He also suggested the use of a blinking light on a cone to increase awareness of the crosswalk across from the main entrance to the school to drivers on Meadows.

Commissioner Gross would like to see Council involved in resolving early morning traffic problems that occur at all our schools. He suggested the use of the police auxiliary as an affordable authoritative presence at the schools.

Commissioner Adami would like to see a police presence at each of the schools during drop off times.

Action

A motion was MADE and SECONDED (Donahue/Stabile) to present recommendations to Council with the following revisions; #4 the inclusion of opening the fire lane for afternoon pick ups on a trial basis in conjunction with the installation of a new loading zone on Meadows north of the main entrance to the school, #6 to include the installation of a temporary bulb-out on a trial basis, and the addition of #13, to include that Council have a dialogue with each elementary school to find a solution to monitor the traffic situation at each school and enforce the measures put in place, via parent volunteers or City staff, and #14 to prohibit left hand turns in and out of loading zone/fire lane on Meadows.

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

Management Analyst Stevenson commented that recommendations may be made to Council at the City Council meeting of August 5, 2008.

At 8:40 PM, there was a recess until 8:50 PM, when the meeting reconvened in regular agenda order with all Commissioners present

3. Consider Installation of Double Double Yellow Line Painted Medium on Manhattan Beach Boulevard and Manhattan Avenue in Downtown.

Management Analyst Stevenson introduced this item.

Traffic Engineer Zandvliet presented the staff report and recommended that the Commission approve the installation of double double yellow lines on Manhattan Avenue from 8th Street to 15th Street. He explained that the installation would require the sandblasting of the current line and painting of the new yellow lines. He also recommended the addition of another set of double yellow lines on Manhattan Beach Boulevard from the Strand to Morningside, noting that the street is wide enough to allow them to paint an additional set of lines next to the existing double yellow lines.

Traffic Engineer Zandvliet stated that technically it is illegal to cross the lines that are there at the present but the law is not strictly enforced. The double double yellow lines would offer more of a deterrent to drivers. He stated that the Police Chief supports the installation of the double double yellow lines as an inexpensive and effective way to enforce the law.

Management Analyst Stevenson estimated the approximate cost of the project would be under \$1000.

Chair Donahue expressed his opposition to more street painting.

Commissioner Stabile supports the installation of additional lines as a cheap and easy way to assist the police in enforcing the law.

Commissioner Gross shared the same concerns as Chair Donahue, not convinced that it would deter drivers from crossing the line.

Commissioner Adami agreed with the recommendation and the potential of safer streets.

Management Analyst Stevenson stated that drivers don't watch for pedestrians or bicyclists when crossing the line to park.

Traffic Engineer Zandvliet informed the Commission that the double double yellow line signifies the restriction of crossing the line, and is noted as such nation wide. He believes the double double yellow painted median would improve driver's behavior, not necessarily prevent

it from ever occurring.

Commissioner Stabile reiterated his opinion that is an easy way to minimize U turns in the downtown area.

Commissioner Silverman asked if it could be done on a trial basis. He also asked if the Downtown Business Professional Association had any thoughts on the project.

Traffic Engineer Zandvliet recommended that it not be done on a trail basis.

Action

A motion was MADE and SECONDED (Gross/Adami) to present recommendations to Council.

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

G. COMMISSION BUSINESS

Management Analyst Stevenson handed out a flyer with information on the upcoming AB1234 Ethics Training Class that the City is offering and that Commissioners are required to attend.

H. ADJOURNMENT

The meeting was adjourned at 9:12 p.m.

PATRICIA SCHILLING
Recording Secretary

ATTEST:

ANA STEVENSON
Management Analyst



EXHIBIT
D

City Hall 1400 Highland Avenue

Manhattan Beach, CA 90266

Telephone (310) 802-5000

FAX (310) 802-5001

July 18, 2008

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

Re: Robinson Elementary School Follow Up Traffic and Parking Study

Dear Property Owner / Resident:

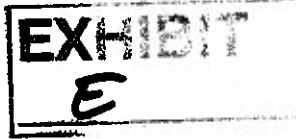
On July 10, 2007, the Parking and Public Improvements Commission (PPIC) reviewed the Robinson Elementary School Follow Up Traffic and Parking Study. The PPIC voted to recommend that the City Council approve the proposed parking and traffic improvements.

The City Council will hold a public discussion and review these recommendations at a public meeting on Tuesday, August 5, 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.

Staff report and recommendations will be available for review the week before the meeting. If you have any questions or would like any additional information, please call at (310) 802 5540 or email astevenson@citymb.info.

Sincerely,

Ana Stevenson
Management Analyst



Ana Stevenson

From: jim porter [quailgun@yahoo.com]
Sent: Wednesday, July 23, 2008 12:27 PM
To: Ana Stevenson
Subject: Robinson Elementary School

Ana Stevenson:

Re: Homer St. parent drop off

Please require parents to not drop off or pick up students on Homer St. off of valley. This is a cul-de-sac street with very little turn around space. We have had cars hit by parents trying to get out and back onto valley. By keeping the Homer St. gate locked until school begins will help, but children will still climb over the fence. This could cause accidents or injury to the children. Therefore, by restricting drop off at the Homer St. gate will prevent problems.

Please consider this in any plan you come up with.

James & Carol Porter

533 Homer St.

Manhattan Beach, Ca. 90266

07/23/2008

Ana Stevenson

From: RenaMcafee@aol.com
Sent: Wednesday, July 23, 2008 12:12 PM
To: Ana Stevenson
Subject: Pulbic Meeting Notice Robininson School August 5
Follow Up Flag: Follow up
Due By: Friday, August 01, 2008 11:00 AM
Flag Status: Flagged

Hello Ana..

I receive the notice of public meeting re Robinson Elementary School Follow Up Traffic and Parking Study.

I was not in town July 10 to attend the meeting. I will be in Canada when the follow up meeting is scheduled on August 5. Is there somewhere I can read by Wednesday of next week what recommendations have been made?

I am significantly affected by the horrific traffic; rude mother's in their oversized SUVs' who deliberately park across my narrow/single car driveway without regard to me not being able to get out/or into my garage. Never knew until I retired how bad the situation is. During school session it is sometime close to impossible and dangerous to back out of my driveway...as I live on 1st Street one house from the teacher's parking lot.

I have a great interest in this and would appreciate the opportunity to review the recommendations.

Thank you.

Alexandrina ("Rena") McAfee
424 1st Street
310 379 7423

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