



Agenda Item #: \_\_\_\_\_





# Staff Report

## City of Manhattan Beach

**TO:** Honorable Mayor Montgomery and Members of the City Council

**THROUGH:** Geoff Dolan, City Manager 

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

**DATE:** September 2, 2008

**SUBJECT:** Consideration of the Parking and Public Improvements Commission's Recommendation for Left Turn Restrictions at Aviation Boulevard and 12th Street and at Aviation Boulevard and 19th Street, Authorize Installation of an Electronic Speed Awareness Sign on Aviation Blvd, and Appropriate Funds from the Council Contingency Fund for the Sign (Not-to-Exceed \$15,000).

### RECOMMENDATION:

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

1. Prohibit left turns from northbound Aviation Boulevard to westbound 12th and 19th Streets between 3 and 7pm Monday through Friday;
2. Prohibit left turns from eastbound 12th onto Aviation Boulevard at all times;
3. Conduct before-and-after collision history and traffic counts of potentially affected streets;
4. Conduct a follow-up study in approximately six months after installation of left turn restrictions; and
5. Authorize installation of an Electronic Speed Awareness Sign on Aviation Blvd, and appropriate funds from the Council Contingency Fund for the sign (not to exceed \$15,000).

### FISCAL IMPLICATION:

The recommended modifications can be accomplished through existing Public Works programs and budgets with the exception of the installation of a speed awareness sign. It is estimated that materials and installation costs would be approximately \$15,000, which would require an appropriation from the Council Contingency Fund.

As an alternative, City Council could also consider the installation of a mobile speed awareness sign trailer on a trial basis. Its effectiveness could be reevaluated as part of the follow-up study in approximately six months.

**BACKGROUND:**

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

**DISCUSSION:**

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

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

***PPIC Review***

On June 26, 2008, the Parking and Public Improvements Commission (PPIC) reviewed the Traffic Engineer's report, listened to public comments from residents and discussed the findings. The Commission voted unanimously to prohibit left turns from northbound Aviation Boulevard to westbound 12th and 19th Streets and from eastbound 12th and 19th Streets onto Aviation Boulevard.

On July 15, 2008, residents pulled this item from the City Council Consent Calendar stating that many residents were not aware of the proposed actions due to a small noticing area. The City Council then directed staff to convene a public workshop with a broader notification area so that the entire neighborhood could participate in additional discussion on the subject.

***Public Workshop***

On August 19, 2008, the PPIC held a public workshop to hear comments and suggestions from residents that may be affected by the possible actions. The workshop was attended by approximately 32 residents and concerned citizens, and City representatives from various departments including Police. At that meeting, the PPIC heard testimony from approximately 20 speakers, and concluded that the consensus from the residents was to restrict the left turns during the time periods that have experienced elevated collision rates on a trial basis. The Commission voted 4-1 to recommend the measures stated in this Report. The Commission also noted the majority of residents were not in favor of a traffic signal unless other measures ultimately prove ineffective.

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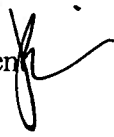
Over 900 public notices were sent to property owners and residents of Liberty Village area, as well as persons that have voiced their concerns about this matter. Notices were provided for both the PPIC Community Workshop and for tonight's City Council meeting. The Traffic Engineer also discussed this item with the City of Redondo Beach, since the east side of Aviation Boulevard is within their jurisdiction.

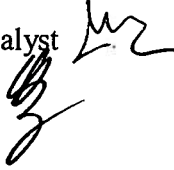

Exhibits:           A. PPIC Staff Report and Minutes with Attachments 8/19/2008  
                      B. City Council Notice to Property Owners and Residents



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

**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development 

**BY:** Ana Stevenson, Management Analyst   
Erik Zandvliet, Traffic Engineer 

**DATE:** August 19, 2008

**SUBJECT:** **Evaluation of Traffic Safety Improvements at Aviation Boulevard at 12<sup>th</sup> Street and 19<sup>th</sup> Street**

**RECOMMENDATION:**

It is recommended that the Commission evaluates proposed Traffic Safety Improvements at the intersection of Aviation Boulevard and 19<sup>th</sup> Street, and eastbound and northbound left turn movements be prohibited at Aviation Boulevard and 12<sup>th</sup> Street.

**BACKGROUND:**

Since June 2007, several residents and businesses have voiced their concerns about the difficulty in making turns at the intersections of Aviation Boulevard at 12<sup>th</sup> Street and Aviation Boulevard at 19<sup>th</sup> Street. In April 2008, a petition was submitted by 19 residents requesting prohibition of northbound left turns at Aviation Boulevard and 19<sup>th</sup> Street due to an increase in collisions. In addition, Magic Rainbow Pre-School sent a letter with similar concerns and observations of an increase in traffic collisions at Aviation Boulevard and 12<sup>th</sup> Street.

On June 26, 2008, the Parking and Public Improvements Commission reviewed the Traffic Engineer's report, listened to public comments from residents and discussed the findings. The Commission voted unanimously to prohibit left turns from northbound Aviation Boulevard to westbound 12th and 19th Streets and from eastbound 12th and 19th Streets onto Aviation Boulevard for a 6-month trial basis.

On July 15, 2008, the City Council removed this item from the Consent Calendar at the request of members of the audience to discuss the Parking and Public Improvements' recommendations. Some residents were concerned about how the left turn restrictions at Aviation and 19<sup>th</sup> Street were going to impact Harkness Street. They requested broader notification and an opportunity to provide public input. The City Council directed staff to agendize the item again for consideration at a Parking and Public Improvements Commission meeting and to bring it back later for City Council consideration.

The notification area has been expanded to include all of Liberty Village. Nine hundred public notices have been sent to residents and property owners who live west of Aviation Boulevard,

north of Manhattan Beach Boulevard, east of Redondo Avenue and south of Marine Avenue, as well as persons that have voiced their concerns about this matter.

**DISCUSSION:**

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

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

Exhibits:

- A. City Council Staff Report dated July 15, 2008
- B. Public Comments
- C. Copy of Notice to Property Owners and Residents



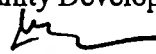

# Staff Report

## City of Manhattan Beach

**EXHIBIT**  
**A**

**TO:** Honorable Mayor Montgomery and Members of the City Council

**THROUGH:** Geoff Dolan, City Manager 

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

**DATE:** July 15, 2008

**SUBJECT:** Consider Prohibition of Left Turns at All Times at Aviation Boulevard and 12<sup>th</sup> Street and at Aviation Boulevard and 19<sup>th</sup> Street.

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### RECOMMENDATION:

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

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

### FISCAL IMPLICATION:

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

### BACKGROUND:

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

**DISCUSSION:**

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

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

***PPIC Review***

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

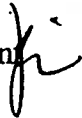
Over 180 public notices were sent to property owners and residents along streets that may be affected, including Wendy Way, 12<sup>th</sup> Street and 19<sup>th</sup> Street, as well as persons that have voiced their concerns about this matter. The Traffic Engineer also discussed this item with the City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


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



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

**TO:** Parking and Public Improvements Commission

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

**BY:** Erik Zandvliet, Traffic Engineer 

**DATE:** June 26, 2008

**SUBJECT:** Evaluation of Traffic Safety Improvements at Aviation Boulevard at 12<sup>th</sup> Street and 19<sup>th</sup> Street

**RECOMMENDATION:**

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

**BACKGROUND:**

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

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

**DISCUSSION:**

**EXISTING CONDITIONS**

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



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

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

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

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

Turning movement counts were collected on June 10, 2008 in all directions, during morning and evening peak hours between 7 to 9 a.m. and 2 to 6 p.m. on a normal school day. These hourly traffic volumes are used to determine the volumes of left turning traffic as well as the amount of delay or difficulty in making the turning movements. The turning movement count data is attached to this report. It should be noted that at both 12<sup>th</sup> Street and 19<sup>th</sup> Street, eastbound left turn movements are very low, likely due to the reduced sight distance and difficulty in crossing multiple lanes of busy traffic, even during the period when left turns are not restricted at 19<sup>th</sup> Street.

## ANALYSIS

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

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

## **POTENTIAL TRAFFIC SAFETY MEASURES**

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

### Peak Hour Turn Restrictions

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

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

### Prohibited Turn Movements

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

### Lane Reduction

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

### Improved Visibility

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

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

#### Stop Signs

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

#### One-Way Street

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

#### Traffic Signal

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

## **CONCLUSION**

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

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

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

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

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

Attachments:

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

**ATTACHMENT 1: COLLISION HISTORY**

**TABLE 1**

**CITY OF MANHATTAN BEACH**

**TRAFFIC SIGNAL WARRANT  
ACCIDENT GUIDELINE SUMMARY**

**Aviation Boulevard and 12<sup>th</sup> Street  
January 1, 2005 to July 31, 2007**

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

\* - Left turn collision

**Aviation Boulevard and 19<sup>th</sup> Street  
January 1, 2005 to December 31, 2007**

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

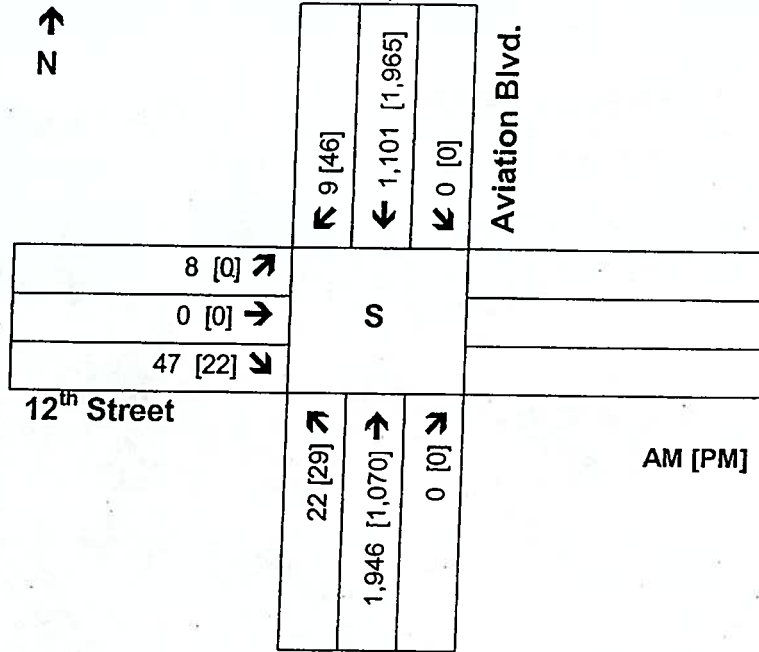
\* - Left turn collision

ATTACHMENT 2: TURNING MOVEMENT COUNTS

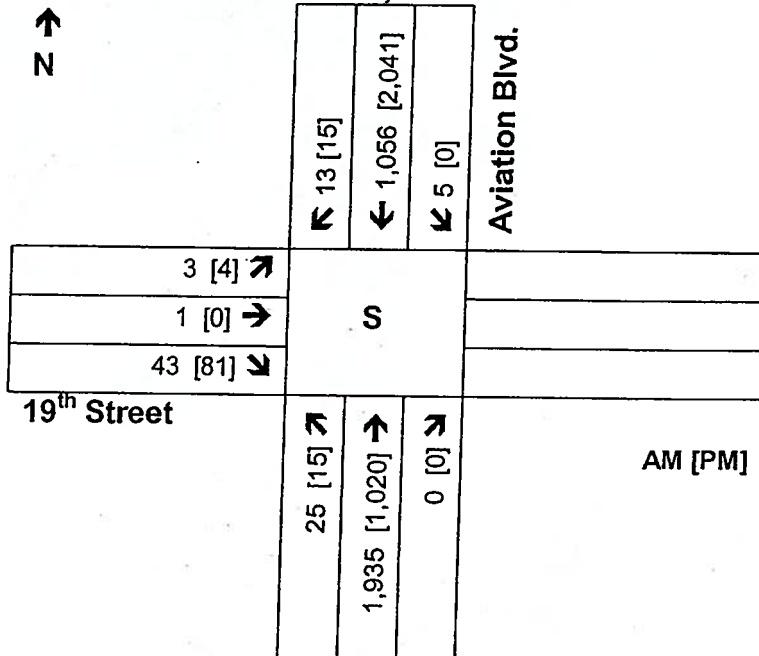
TABLE 2  
CITY OF MANHATTAN BEACH

PEAK HOUR TURNING MOVEMENT COUNTS  
Aviation Boulevard and 12<sup>th</sup> Street

June 10, 2008

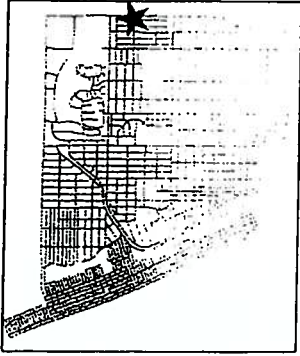


Aviation Boulevard and 19<sup>th</sup> Street  
June 10, 2008





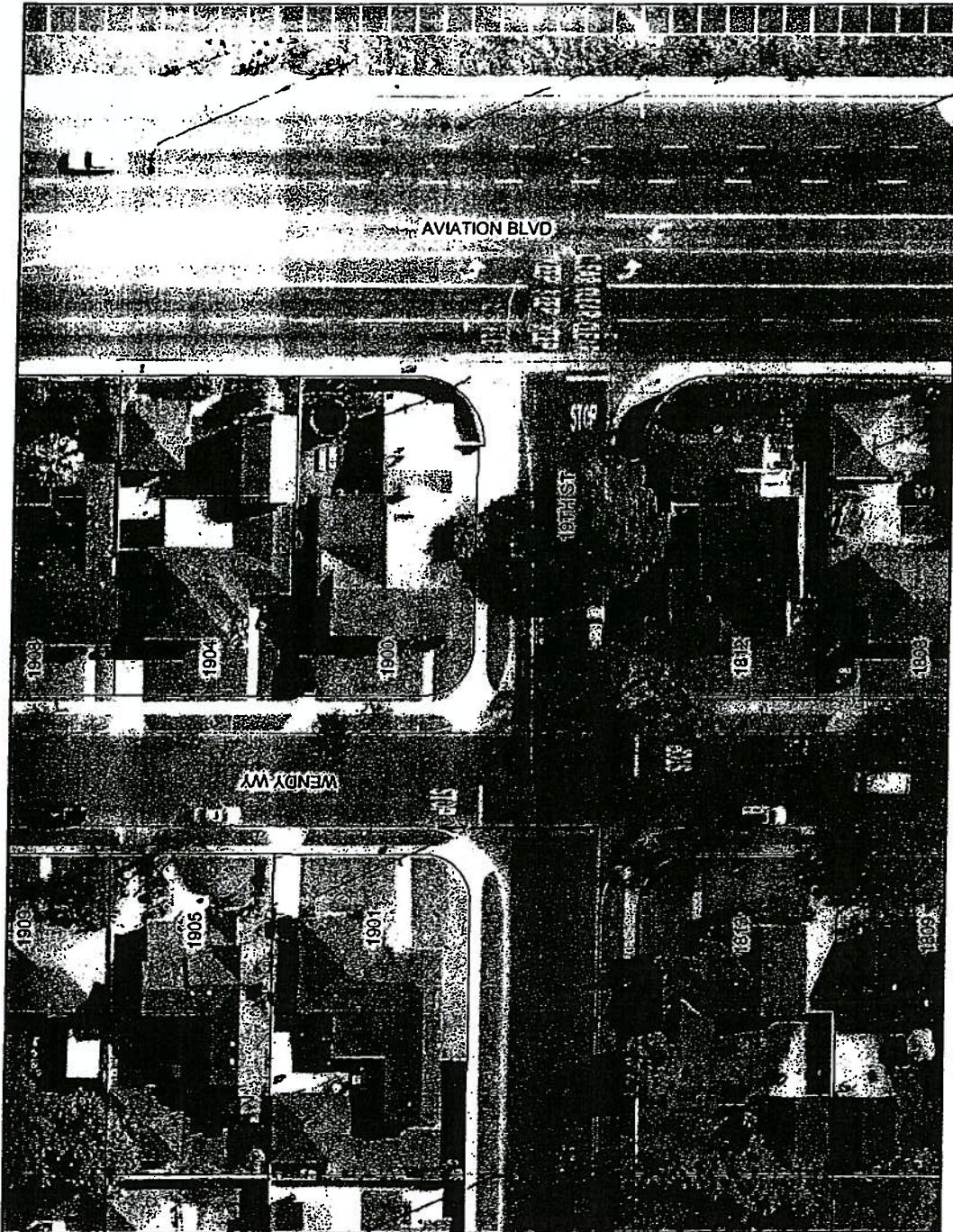
# AVIATION BLVD. AT 19TH STREET



## Legend

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

Scale: 1:635



0 60 120 180 ft.

 A graphic scale bar at the bottom right of the map, with markings for 0, 60, 120, and 180 feet.

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





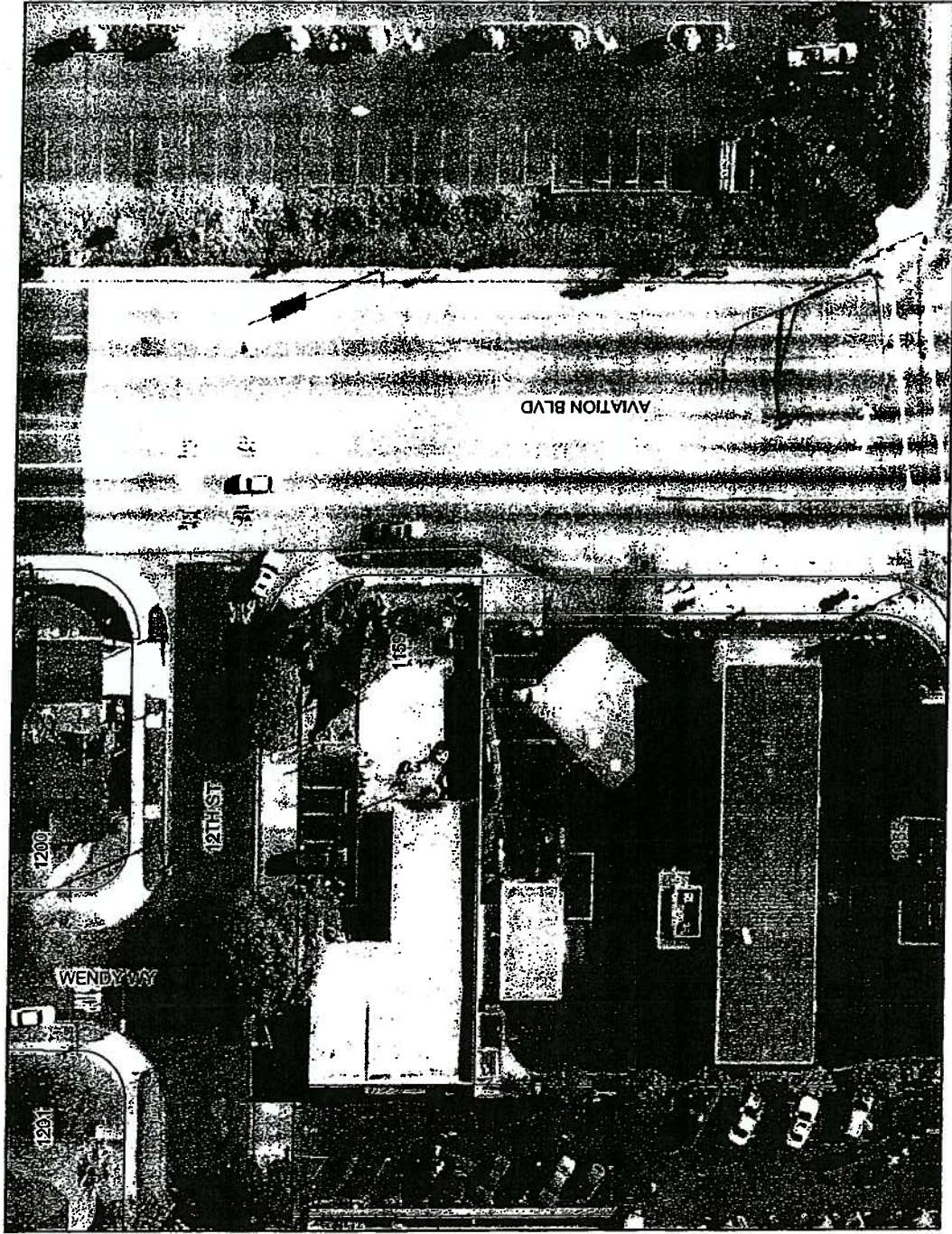
**Legend**

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

Scale: 1:635



**AVIATION BLVD. AT 12TH STREET**



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

**Signal Warrants - Summary**

**Major Street Approaches**

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

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

**Minor Street Approaches**

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

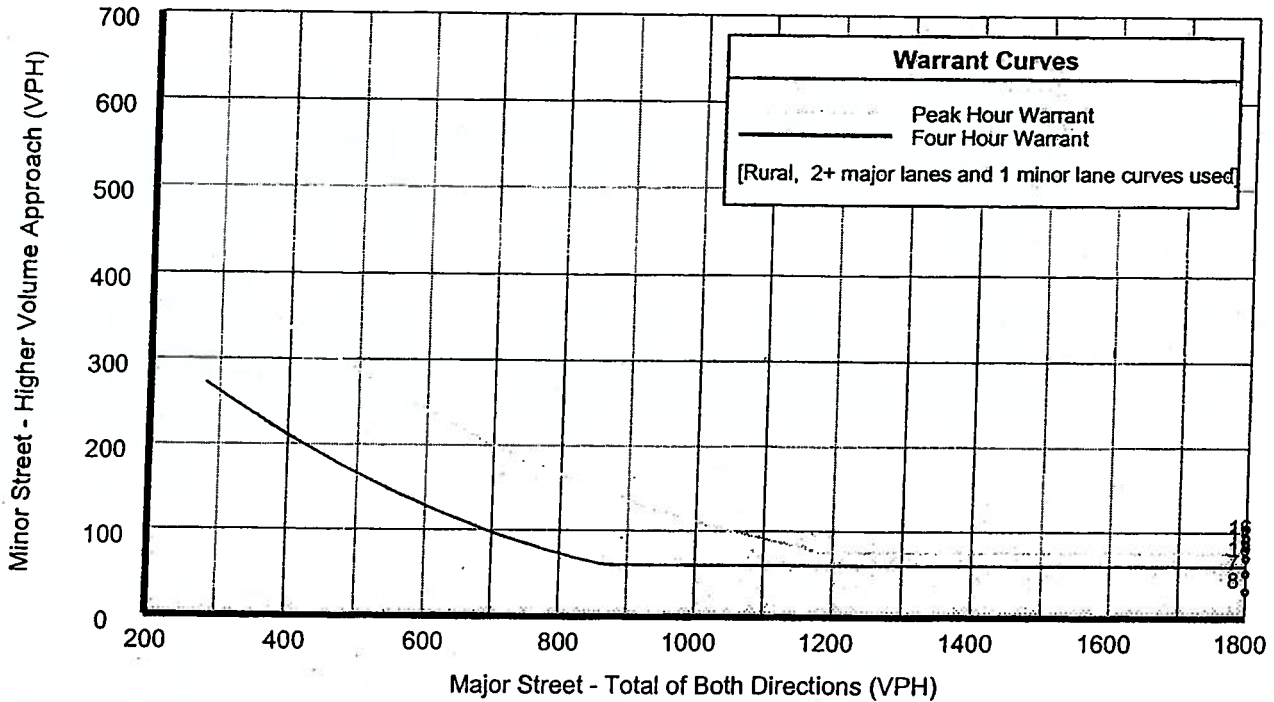
**Warrant Summary (Rural values apply.)**

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



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

**Signal Warrants - Summary**



**Analysis of 8-Hour Volume Warrants:**

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

**Signal Warrants - Summary**

**Major Street Approaches**

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

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

**Minor Street Approaches**

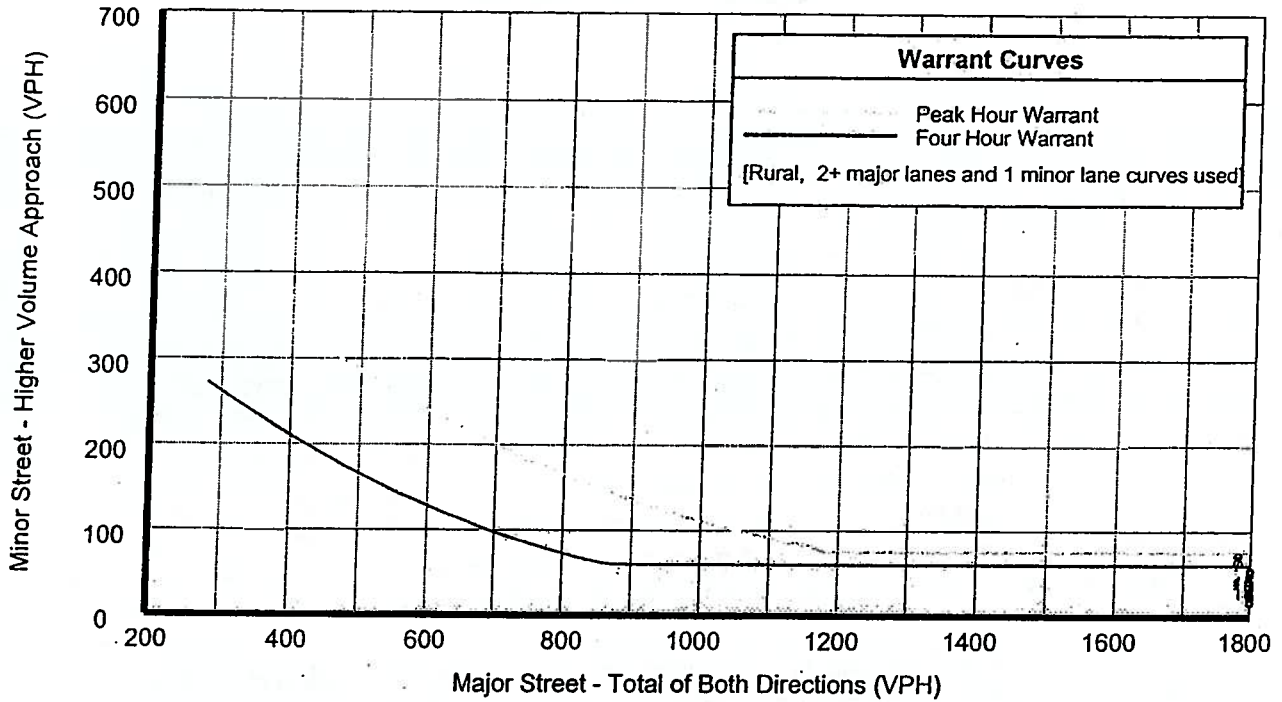
**Eastbound: 12th St**  
 Number of Lanes: 1  
 Total Approach Volume: 185

**Warrant Summary (Rural values apply.)**

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

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

**Signal Warrants - Summary**



**Analysis of 8-Hour Volume Warrants:**

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



To Erik Zandzliet:

August 17, 2007

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

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

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

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

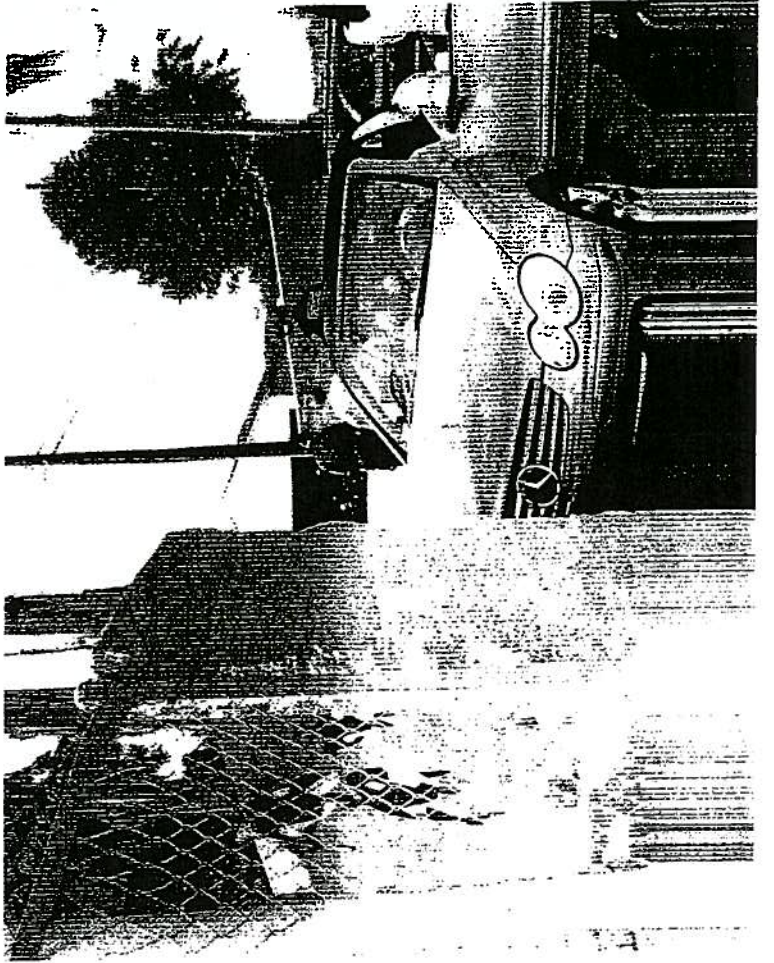
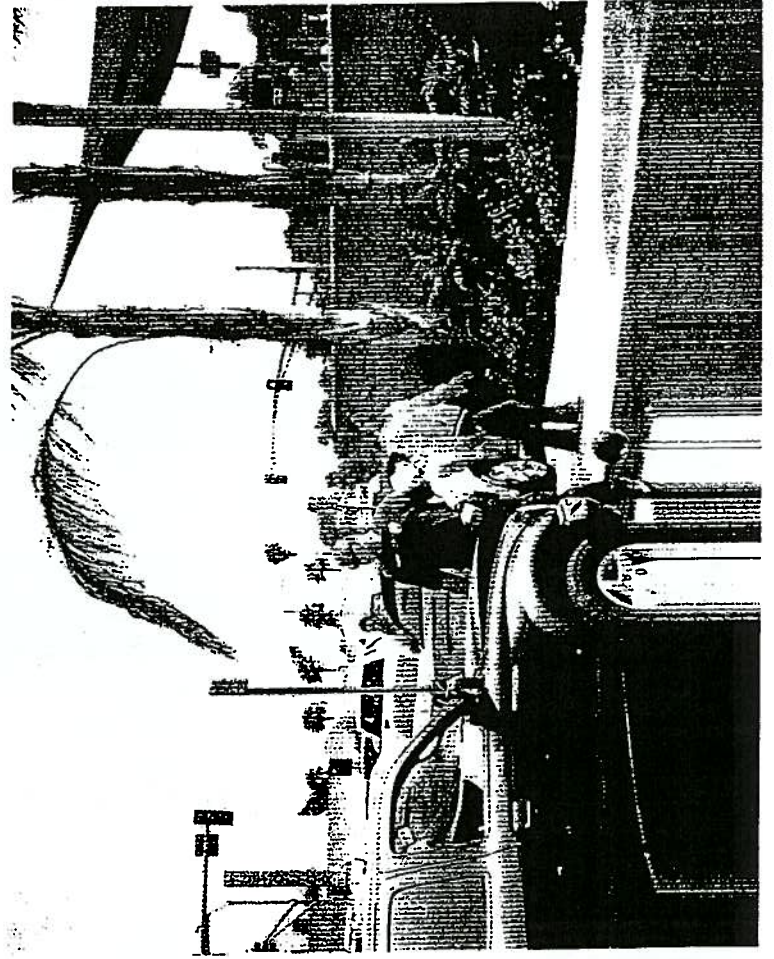
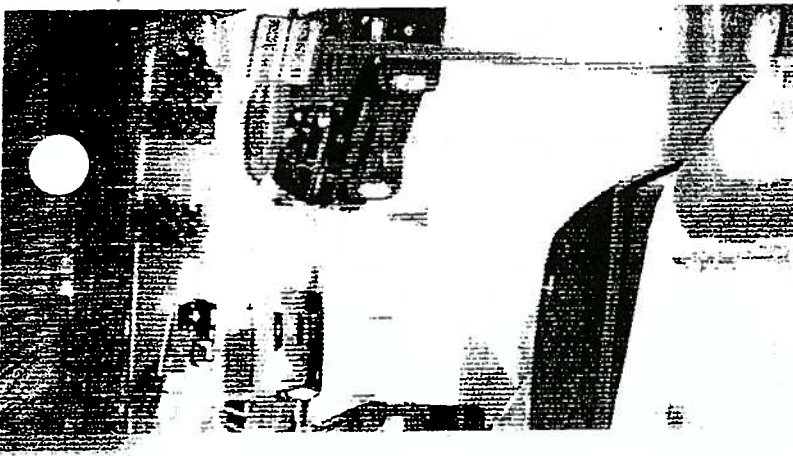
PLEASE consider traffic lights or no left turn postings. This new design has not been a positive for our community. Accidents and screeching tires have increased on a daily basis.

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

Sincerely

Bonnie Bourgeois







**Ana Stevenson**

---

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

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

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

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

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

Dear Neighbors:

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

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

No Left Hand Turn 3-7 pm

Rachana Aussen

1612 Wendy Way

David Swartzlander

1805 W. 4<sup>th</sup> Ave



# City of Manhattan Beach Petition Form

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

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

The designated contact person(s) are:

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

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

NOTE: Only one responsible signature per residence is required.

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

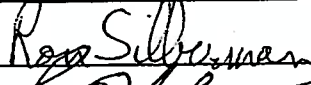
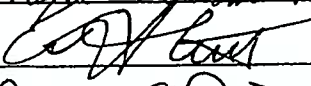
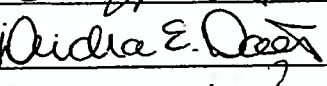
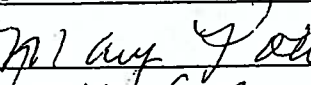
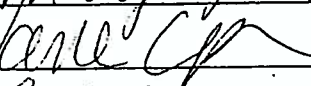
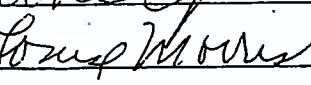
I declare under penalty of perjury, pursuant to the laws of the State of California, that the foregoing is true and correct.

*Gordana Vukotich*  
Signed by Contact

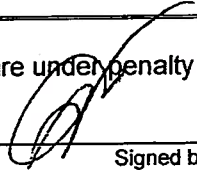
Executed on 4-4-08 in Manhattan Beach, California.  
Date

Petition on \_\_\_\_\_

NOTE: Only one responsible signature per residence is required.

SIGNATURE Or "Opposed" or "No Contact"	PRINT NAME	PRINT STREET ADDRESS	PRINT DATE
1. 	Ron Silberman	<del>152</del> 1712 Wendy Way	5 <sup>th</sup> Apr '08
2. 	Ernie Stanel	1808 Paymont Ave	4/5/08
3. 	Deidra E. Davis	1812 Faymont Ave	4/5/08
4. 	MARY POTTS	1900 Paymont Ave	4/5/08
5. 	Jane Glavin	1812 Wendy Way	4/28/08
6. 	LOUISE MORRIS	1908 Wendy Way	4/28/08
7.			
8.			
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			
21.			
22.			
23.			
24.			

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

  
Signed by Contact

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



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

June 4, 2008

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

Re: Traffic Safety Evaluation at Aviation Boulevard and 12<sup>th</sup> Street and Aviation Boulevard and 19<sup>th</sup> Street.

Dear Property Owner/Resident:

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

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

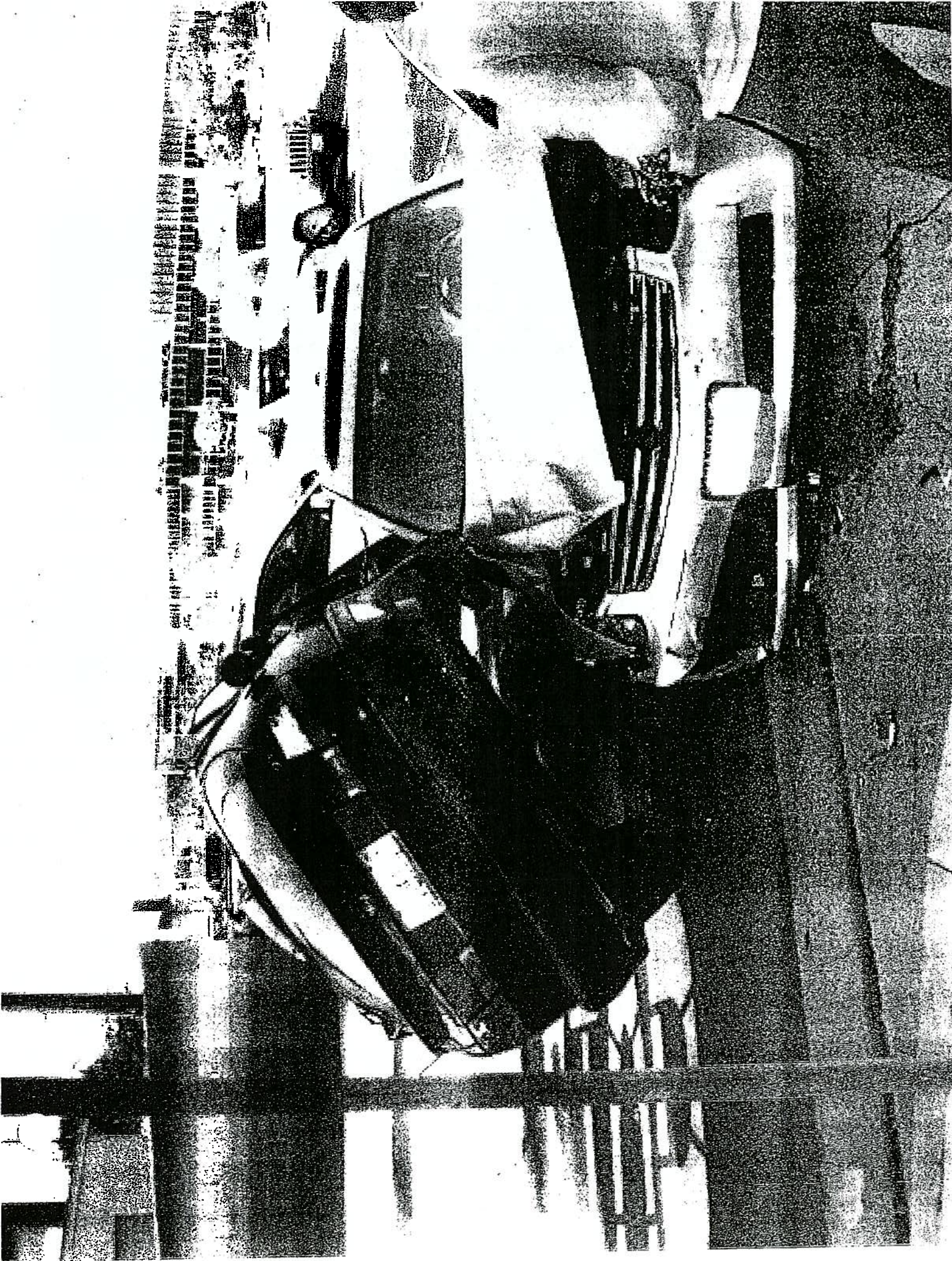
If you have any questions or would like any additional information, please call (310) 802-5540 or email [astevenson@citymb.info](mailto:astevenson@citymb.info).

Sincerely,

Ana Stevenson  
Management Analyst  
Community Development Department

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







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

**A. CALL TO ORDER**

The regular meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California, was held on the 26<sup>th</sup> day of June, 1008, at the hour of 6:35 p.m., in the City Council Chambers of City Hall, at 1400 Highland Avenue, in said City.

**B. ROLL CALL**

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

**C. APPROVAL OF MINUTES – May 22, 2008**

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

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

**D. AUDIENCE PARTICIPATION**

None.

**E. GENERAL BUSINESS**

**1. Aviation at 12<sup>th</sup> and 19<sup>th</sup> Street: Left-Turn Traffic Evaluation**

Management Analyst Stevenson introduced this item.

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



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

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

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

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

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

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

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

### **Audience Participation**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

\*

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

\*

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

This item was introduced by Management Analyst Stevenson.

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

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

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

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



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

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

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

Chairman Donahue opened the public hearing.

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

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

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

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

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

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

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

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

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

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



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

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

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

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

\*

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

\*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**F. COMMISSION ITEMS**

**Parking Meter Revenues and Traffic Violations Revenues Report**

Provided in agenda packets.

**G. STAFF ITEMS**

None.

**H. ADJOURNMENT**

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





B

City Hall

1400 Highland Avenue

Manhattan Beach, CA 90266

Telephone (310) 802-5000

FAX (310) 802-5001

July 7, 2008

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

Re: Traffic Safety Evaluation at Aviation Boulevard and 12<sup>th</sup> Street and Aviation Boulevard and 19<sup>th</sup> Street Intersections.

Dear Property Owner / Resident:

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

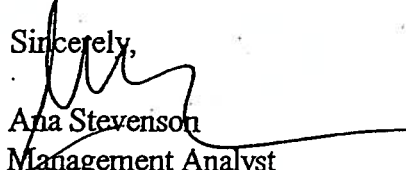
- Prohibit left turns from northbound Aviation Boulevard to eastbound 12<sup>th</sup> and 19<sup>th</sup> Streets;
- Prohibit left turns from 12<sup>th</sup> and 19<sup>th</sup> Streets onto Aviation Boulevard;
- Create right-turn pockets on Aviation Boulevard at 19<sup>th</sup> Street;
- Examine ways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

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

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

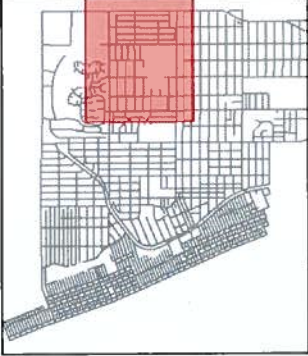
If you have any questions or would like any additional information, please call at (310) 802 5540 or email me at [astevenson@cityymb.info](mailto:astevenson@cityymb.info).

Sincerely,

  
Ana Stevenson  
Management Analyst

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

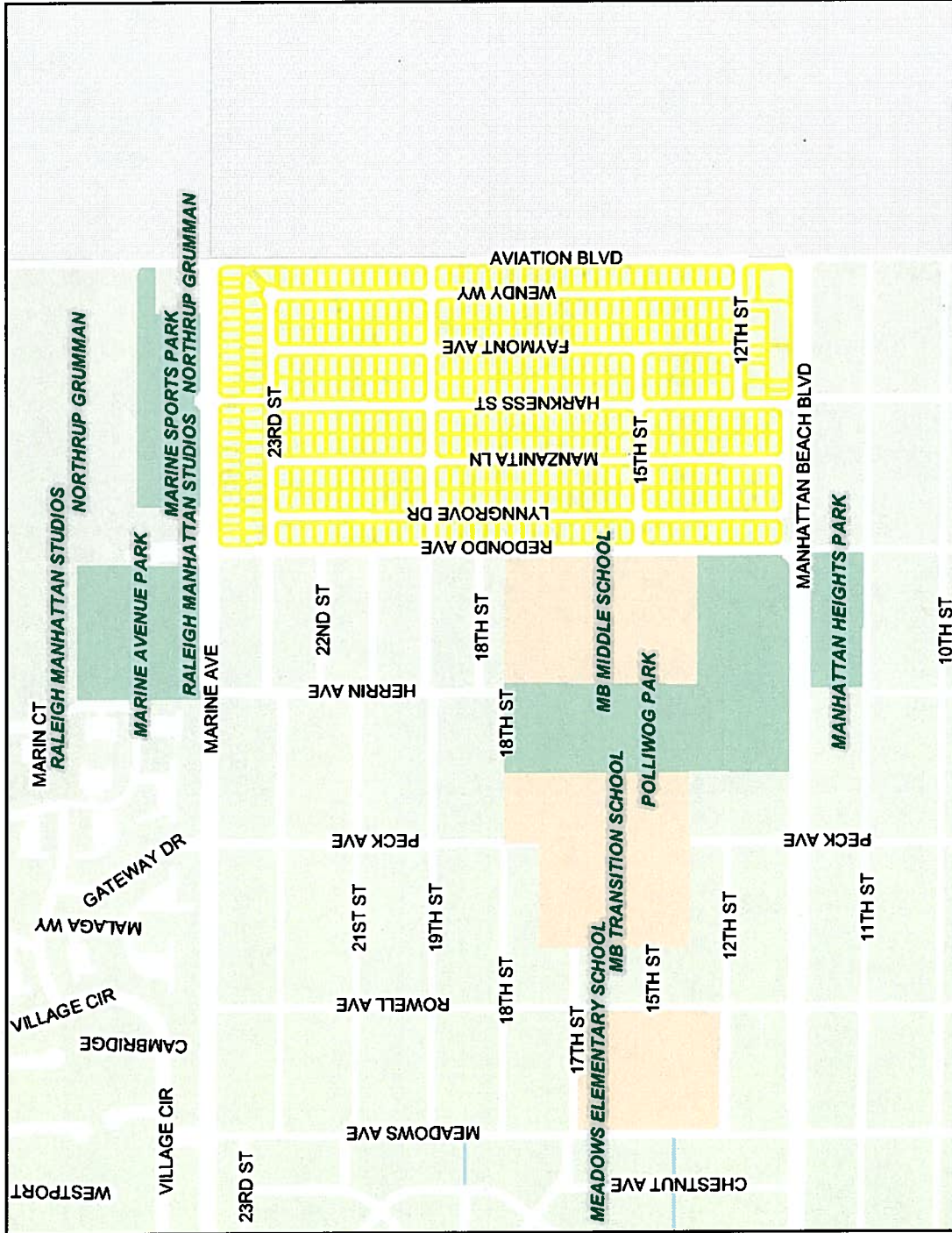
# Aviation Blvd at 12th & 19th St.



## Legend

- Parcels
- Basemap
- BEACH
- BLOCK
- DEADEND
- PARK
- PIER
- PRIVATE STREET
- SCHOOL STREET
- WALK STREET

Scale: 1:9,123



0 900 1800 2700 ft.



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

**Ana Stevenson**

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**From:** Kate Budlong [ksbudlong@earthlink.net]  
**Sent:** Monday, August 04, 2008 1:31 PM  
**To:** Ana Stevenson  
**Subject:** Traffic Improvements Aviation & 12th/19th

Reference: Post card announcing the 19 Aug 08 meeting to discuss traffic improvements for the intersections of Aviation Blvd with 12th and 19th streets.

Dear Ms Stevenson,

Thank you for taking the time, in my recent phone call in response to the bright orange post card, to explain some of the issues and proposed plans for traffic improvement at the above intersections. I won't be able to make the 19 Aug meeting so I am detailing below some of my concerns and comments.

I live on the 1800 block of Marine, the last block before Aviation. Almost daily I come home northbound on Aviation. I routinely use the left turn into Liberty Village by way of westbound 19th street, turning right (north) at Harkness to come out on Marine. It is one way of alleviating the double traffic light annoyance (one left at Marine and a U-turn at Redondo) involved in getting to the 1800 block of Marine.

#### ISSUES:

1. MBPD has documented multiple traffic accidents at the intersections mentioned. The southbound Aviation traffic is often very heavy, and the right hand (southbound) Aviation lane can be quite obscured to any turning vehicle. That right hand lane is often more free of traffic than the others (encouraging quick speed dashes) since it becomes a right-turn-only lane at Manhattan Beach Blvd so is used only by drivers planning that right turn or others who think they deserve to cut ahead of the backed up traffic. I have had some rather close calls at the 19th street intersection myself, particularly from right hand lane traffic. As I don't use the 12th street left turn (way too dangerous) I can't comment to that one.
2. Another issue which is a contributor to the danger of this intersection: The residents of Liberty Village have often in the past put up signage and barricades, in the middle of 19th street, even to blocking this very left turn from Aviation, to keep the traffic from customers of the monthly Amateur Radio flea market (held across Aviation in the N-G lots) from parking in their neighborhood. These signs have caused extremely dangerous traffic situations, forcing legitimate traffic to enter the wrong lane to make the turn. The residents don't like the extra parking but that parking is legal and very temporary (7 am to noon once a month) and the home-made impediments increase the danger of the intersection. More enforcement by the MBPD of these illegal signs and barriers would help a great deal.

#### OPTIONS REFERENCED IN THE POST CARD

1. Forbidding left turns into or out of Liberty Village onto Aviation at 12th and 19th streets.
2. Traffic lights at these intersections.

#### DISCUSSION:

1. Forbidding left turns

12th Street. I think forbidding a left turn here is a very good idea. This is a dangerous intersection and alternate traffic patterns are readily available within one block, including a protected left turn at MB Blvd.

19th Street. This intersection is heavily used by both residents of Liberty Village and those of us who are trying to get to the last blocks of Marine (in my case the 1800 block). A left turn prohibition would be a major inconvenience, and would also increase the volume of traffic on Marine. Marine has already suffered a massive increase in traffic from the poorly mitigated (unmitigated?) retail development on Rosecrans and the new Marine ball fields.

08/04/2008



## 2. Traffic lights

A light at 12th is a poor idea (see above). That should be a no-left-turn area. 12th street is less than a block from the existing light at Manhattan Beach Blvd and would probably cause a major backup at that intersection, an intersection, by the way, already often burdened by traffic backing up to enter Trader Joe's totally inadequate parking lot.

A light at 19th street is a very good solution to the problem at hand. It could be quite readily integrated with the existing light that regulates traffic exiting from TRW (or N-Grumman as it is now). An extension of the existing traffic light to cover the 19th street intersection is long overdue. In addition it would not be as expensive as a whole new traffic light system, requiring, probably, only the moving of a street signal a few dozen yards to the north and one additional overhead signal instead of a completely new system. The new traffic light would probably reduce the traffic accidents substantially and would be a great convenience to those of us who routinely use the intersection.

## FURTHER TRAFFIC ISSUES

1. One of the reasons that back street traffic through Liberty Village (and Manhattan Beach generally) is hazardous is that there are no parking restrictions for large vehicles. There is routine street storage of a jet ski trailer (on Harkness north of 19th street), several huge boats (one on Wendy Way), RVs, and other massive items, particularly unattached trailers (23rd street) and assorted motor homes. These reduce the already narrow streets to one lane only, requiring meeting vehicles to duck in at unplanned intervals. I have complained to the MBPD about these blocking vehicles but have been told that since they are street legal (from a CA license point of view) they cannot be ticketed, this in spite of the supposed 3 day rule the City is said to have about restricting street vehicle storage. The City of MB needs to step up to this long term problem and

- a) Enforce the 3 day max storage rule for all vehicles
- b) Ban vehicles over a certain width from parking on side streets

2. If the Liberty Village community wants to define themselves as a gated community and restrict all non-resident traffic, then that needs to be put to the rest of MB residents in a ballot measure. If they are trying to restrict traffic on their own streets, to the detriment of other streets (like Marine for example) then the consequences to the rest of the community need to be formally investigated and the issues brought before the voters for resolution. The City of MB, by means of local regulations, could do a lot more than they seem to be doing to alleviate the problems of traffic in our congested small streets, and that does not include just dumping the excess traffic onto Marine. Marine is also a residential street which seems to be the "scapegoat" for poorly planned traffic flow in this town.

3. Multiple vehicle ownership. The City of Manhattan Beach has in the past closed restaurants which could not demonstrate adequate parking for their customers. Yet we allow residents to own, and store on the street, many more vehicles than they can possibly accommodate in their own driveways and garages. The City of MB needs to enact some regulation restricting personal vehicles to the number that can be accommodated off the street, and require that these vehicles be parked on the street only for limited intervals, never stored, or routinely parked, there. People are taking advantage of this lack of regulation to turn our streets into storage yards. In addition to blocking the streets these extra vehicles cause visibility problems for people trying to enter traffic from their driveways.

3. Suggest the following immediate "fixes", some by the City Council, some by the MBPD:

### City Council

- a) Restrict the number of personal vehicles per residence to the number that can be stored off the street
- b) Set width and height limits for vehicles that can be parked on City streets
- c) Lower the speed limits in side streets to 15 mph (put in speed bumps if you must)
- d) Lower the speed limit on Marine to 25 mph since it also is a residential area

### MBPD

- a) Enforce the speed limits on the side streets.
- b) Enforce the speed limit on Marine, especially at the bottom of that last hill before the Aviation light.
- c) Enforce the no-cell-phone law everywhere (major cause of local accidents and near misses).
- d) Ticket any bicycle or skate boarder who sails through a stop sign.

## CONCLUSION

Thanks for reading this far. I have lived in Manhattan Beach for twenty years and have seen the traffic, particularly on Marine, increase by massive amounts. This is a very nice town but we are being over-run by the consequences of poor or non-existent traffic mitigation in new development planning, both residential and retail. The City of MB needs to step up to helping all the residents, not just those in the side streets, with what has become a real traffic nightmare. When I moved here in 1988 I was able to pull into my driveway to park, then back out onto Marine at pretty much any time of day. Now I have to either back in (scary at best) or make a series of K-turns in my own driveway to end up facing out as I would never dare to back out onto Marine these days.

Anything you can do to help would be appreciated.

Sincerely,

Kate Budlong

08/04/2008

**EXHIBIT**  
**D**



**PRESENTATION OF PROPOSED  
TRAFFIC IMPROVEMENTS AT  
AVIATION BLVD AND 12TH  
AND 19TH STREETS**

The Parking and Public Improvements Commission (PPIC) will conduct a community workshop to review proposed traffic measures at Aviation at 12th Street and 19th Street, which includes possible left turns restrictions on both intersections.

**PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
-SPECIAL MEETING-**

**WHEN:** August 19, 2008 at 6:30 pm  
**WHERE:** Manhattan Heights Auditorium  
(1600 Manhattan Beach Boulevard)

For additional information, please call Ana Stevenson at (310) 802-5540  
or email at [astevenson@citymb.info](mailto:astevenson@citymb.info)



**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF REGULAR MEETING  
AUGUST 19, 2008**

**A. CALL TO ORDER**

The special meeting of the Parking and Public Improvements Commission of the City of Manhattan Beach, California, was held on the 19<sup>th</sup> day of August, 2008, at the hour of 6:35 p.m., at Manhattan Heights, 1600 Manhattan Beach Blvd, in said City.

**B. ROLL CALL**

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

**C. APPROVAL OF MINUTES – JULY 24, 2008**

A motion was MADE and SECONDED (Stabile/Silverman) to approve the minutes of July 24, 2008, with the following corrections:

Page 4, Paragraph 3	“Commissioner Gross noted that parent volunteer programs to help improve traffic safety at some other schools in Manhattan Beach have been unsuccessful; that Police enforcement is more effective; and that volunteers <u>trained by</u> the Police Department could be used. Mr. Gross pointed out that on-campus student loading/unloading areas appear to be great traffic calming measures and that all schools in the City <u>should</u> be encouraged to provide them. <u>He suggested staff determine</u> if they are effective <u>enough for</u> the City to financially assist the School District in creating them.”
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**D. AUDIENCE PARTICIPATION**

**Tom Courtney, 2417 Alma**, expressed concern over a parking spot near his home that was painted red without publication from the City. He requested that his concern be placed on the agenda. He noted that he had been told that it was painted for school safety. He believes there are alternatives.

Management Analyst Stevenson noted that she had received a voicemail from Mr. Courtney. She explained that the process for such requests takes up to 4 weeks for staff to evaluate and another 4 weeks to change. She explained that she had already met with the Grandview Safety Chairperson. Mr. Courtney needs to work with staff first to obtain an administrative decision.

## **E. GENERAL BUSINESS**

### **Evaluation of Traffic Improvements at Aviation Boulevard and 12<sup>th</sup> St and at Aviation Boulevard and 19<sup>th</sup> St**

Traffic Engineer Zandvliet introduced this item.

During the staff report, Traffic Engineer Zandvliet reviewed what had happened with this item at the City Council level. The City Council had requested that the notification for this item be expanded and brought back to the PPIC. As a result, 900 notices have been sent out for this meeting to allow an enlarged open forum for the public.

Traffic Engineer Zandvliet reviewed the number of traffic collisions since the addition of the third lane on Aviation Blvd. He also discussed potential traffic safety measures, including prohibiting turn movements, peak hour restrictions, Aviation Blvd lane reduction, improving visibility at the intersections, designating 12<sup>th</sup> or 19<sup>th</sup> Streets as one-way streets, the addition of stop signs, and the installation of a traffic signal. He explained the potential impacts of these alternatives.

Traffic Engineer Zandvliet summarized the original recommendation to City Council including prohibiting left turns from northbound Aviation Blvd to westbound 12<sup>th</sup> and 19<sup>th</sup> Streets; prohibiting left turns from eastbound 12<sup>th</sup> and 19<sup>th</sup> Streets onto Aviation Blvd; and all proposals for a limited time trial basis.

Commissioner Gross clarified that the City must do something to prevent accidents in these areas.

Commissioner Stabile requested Traffic Engineer Zandvliet to explain if the City Council had questions regarding the PPIC recommendations.

Traffic Engineer Zandvliet responded that the City Council's concern was the size of the notice area.

A member of the audience asked if the number of accidents were more serious from left turns at Aviation to 12<sup>th</sup> Street or from Aviation to 19<sup>th</sup> Street. Traffic Engineer Zandvliet stated he did not know if the accidents were more serious; he could conclude that the accidents onto 19<sup>th</sup> Street were more complicated.

## Audience Participation

Chairman Donahue opened the public hearing at 7:00 p.m.

**Jane Mitchell, 1908 Harkness**, asked what happened to the idea to install a traffic signal at 19<sup>th</sup> Street.

Traffic Engineer Zandvliet answered that it is still a possibility. He noted that the Commission recommended interim measures first to restrict turns and see the results. Due to the significant cost to install a signal, it would need to be budgeted and funded.

**Robert Hoersch, 1400 Faymont**, discussed his concerns with the traffic impacts with the potential changes, especially around the area of the Trader Joe's market.

Chairperson Donahue noted that the Trader Joe's area was part of the original considerations.

**Lou Bourgeois, 1159 Aviation Blvd, Magic Rainbow Preschool owner**, noted that Trader Joe's exits onto 12<sup>th</sup> Street. He believes proposed traffic improvements at 12<sup>th</sup> and Aviation would not affect the market or traffic in that area. Mr. Bourgeois commented on the "near misses" since August 2007. He considers 95% of the problem is the driver who is trying to cross five lanes of traffic by attempting a left hand turn at 12<sup>th</sup> Street and Aviation.

**Nancy Paulikas, 2209 Manzanita Lane**, encouraged the commission to consider banning left hand turns into Liberty Village at 19<sup>th</sup> Street during rush hours only.

**Terri Sabosky, 2209 Harkness St**, agreed with the idea about restricting the left hand turns at 12<sup>th</sup> Street and Aviation and feels a traffic light would be better at 19<sup>th</sup> St and Aviation.

Commissioner Silverman asked noted it would be good to restrict outbound traffic at 19<sup>th</sup> and Aviation between 11 a.m. to 7 p.m. with no inbound restrictions.

**Lynda Meisenholder, 1405 Lynngrove**, encouraged the commission to consider restricting left turns at 19<sup>th</sup> Street and Aviation from 4 to 7 p.m. or specific times only when most accidents occur. She does not believe that two traffic lights would be needed so close together.

**Diane Rich, 1904 Wendy Way**, was concerned that a traffic light at 19<sup>th</sup> Street would encourage too much traffic and increase accidents. She believes it would be best to restrict the left turns permanently or, at least, limit left hand turns during rush hours.

**Jim Box, 1201 Faymont,** considers that the cause of accidents is the institution of the third lane on Aviation. Visibility for the third and fastest lane is limited. He requested that the commission find methods to encourage traffic to slow down.

**Virginia Arenas, 1205 Faymont,** questioned why the third lane on Aviation was installed. She recommends that the commission have the existing traffic light that is northwest of Space Park at Northrop Grumman be moved a little bit north to resolve some of the traffic concerns. The signal need not be active 24 hours per day. Using an existing signal would save the city money.

**Katherine Austin, 1612 Wendy Way,** encouraged the commission that whatever is recommended as traffic improvements at 19<sup>th</sup> Street are the same recommendations for 12<sup>th</sup> Street. This way the impact is more equal. She counted 25 children under 16 years of age on her block. Safety is a very important concern. She suggests to limit turns at peak hours as the easiest and most cost effective.

**Martha Nakano, 1901 Harkness,** does not want to increase traffic at 19<sup>th</sup> and Harkness, which would happen with a signal at 19<sup>th</sup> and Aviation.

**Jane Mitchell, 1908 Harkness,** asked that the addition of the third lane on Aviation be explained. She was in favor of a traffic light, but now she believes that limiting the hours of left turns would be a fair compromise.

**Sam Barr, 2205 Wendy Way,** stated that his family has lived here since 1950. He suggests that the intersection at 19<sup>th</sup> Street needs a signal.

**Jeff Yakubik, 1612 Wendy Way,** suggests that the commission follow what the data indicates, including restrictions on left turns at 19<sup>th</sup> and 12<sup>th</sup> Streets during peak hours, but not on weekends.

**Dale D. Gramaje, 1908 Harkness,** noted that people going down 12<sup>th</sup> and 19<sup>th</sup> Streets are neighbors and residents – many of which are those taking children to the school. He stated that if people need to go through the neighborhood, they will do it even if there is no sign.

**Wilma Robinson, 1813 Lynngrove Dr.,** suggests that the City get rid of the third lane on Aviation and re-align it to allow for a right-turn lane. She feels this would be the best solution.

**Juliet Garaci, 2004 Harkness,** has three children and does not want traffic on Harkness to increase. She is not sure what the best solution is, but would like to allow left hand turns to continue.

**James Juo, 1604 Faymont,** stated he is intrigued with the idea of moving the signal north at the Northrop Grumman. He suggests that the problems stem from speeders and questions how the speeders can be slowed down on Aviation. Possibly,



there can be signs to inform the drivers of the upcoming intersections, similar to those used to inform drivers of upcoming cross walks.

**Barbara Heacox, 1808 Harkness**, suggests a sign to slow down southbound traffic on Aviation be placed on the other side of Marine Avenue due to schools. As another alternative, she recommends flashing lights during certain hours to help slow down traffic.

**Monica Noble, 2000 Harkness**, proposes installing a traffic light that includes a left-hand turn arrow or remove the third lane on Aviation and making the third lane into right-turn only.

**Lori Smith-Hillman, 2001 Harkness**, believes that the third lane on Aviation was added to alleviate City of Hawthorne traffic problems. She considers that third lane as the problem. She suggests eliminating left turns during peak hours.

**Bill Rich, 1904 Wendy Way**, considers that although it is more convenient to be able to turn left that it is a small sacrifice to pay for safety by prohibiting left turns and most cost effective alternative.

**Barbara Heacox, 1808 Harkness**, concerned with visibility and recommends that the 10-foot tall fence be moved at 19<sup>th</sup> Street and Aviation.

**Lou Bourgeois, 1159 Aviation Blvd, Magic Rainbow Preschool owner**, noted that the safety problems existed prior to the addition of the third lane on Aviation. He is not opposed to a right turn lane instead of the third lane. He believes that left hand turns to the north at 12<sup>th</sup> Street must be eliminated.

**Susan Downie, 1305 Faymont**, feels it would be ridiculous to disallow left turns into the neighborhood. She questions why the third lane was added to Aviation.

**Diane Rich, 1904 Wendy Way**, has lived here for 40 years and believes that before the third lane was added to Aviation, traffic safety was still a problem.

Chairman Donahue closed the public hearing at 7:50 p.m.

### **Discussion**

In response to Chairperson Donahue's request, Traffic Engineer Zandvliet noted that to the best of his knowledge, the third lane was added to Aviation as a joint effort with the cities of Hawthorne, El Segundo and Redondo Beach along with Los Angeles County. The project was fully funded by Los Angeles County. The purpose was to improve traffic capacity. By adding capacity along the arterial street Aviation, this would decrease the traffic loads on the residential streets of those cities. The City of

Manhattan Beach could consider initiating a reversal and remove the southbound curb lane along Aviation and replace it with a median. To slow down traffic, it is typical to use landscaping, medians, and narrowing lanes. Also, the City could add a sign to make drivers aware of the intersections coming up at 19<sup>th</sup> and 12<sup>th</sup> Streets. To add landscape, cut back walls, re-purchase land, and add medians could cost more than installing a traffic signal, and would be a big capital improvement project.

Commissioner Stabile related that safety is the principal concern. The choices to be made must help the community in general. There are no universal solutions. Some small sacrifices may need to be made. Eliminating the third lane on Aviation is not feasible due to cost, traffic, and political considerations. Commissioner Stabile agrees that a traffic signal would increase traffic. He recommends the elimination of left turns onto 12<sup>th</sup> and 19<sup>th</sup> Streets from Aviation as well as onto Aviation from 12<sup>th</sup> and 19<sup>th</sup> Streets. This would be for a trial period of 6 months. If it works, it would be permanent. If it does not work, another solution can be considered, such as a traffic signal. He would also recommend that during the trial period, traffic counts be obtained on impacted streets, such as Harkness, to see if traffic is significantly increased.

Commissioner Silverman commented that that he regretted his prior recommendation and feels it should be amended to be more flexible by restricting left turns during peak hours and allowing turning during "off" peak hours. He further would like to hold off on installing the traffic signal to see what happens during a 6-month trial period. A traffic signal would be too costly on a trial basis.

In response to Commissioner Silverman's question, Traffic Engineer Zandvliet explained that a good alternative to help drivers become aware of their speed is to install a sign with the speed limit, which flashes the actual speed of the approaching vehicle.

Commissioner Adami commented that restricting left turns during peak hours as suggested by one of the residents was a good idea. He asked Traffic Engineer Zandvliet if we can reduce the speed limit. He expressed concern for the residents regarding the safety for the people and their children, who are residents there. He suggests a trial period. Traffic Engineer Zandvliet stated that reducing the speed limit is not feasible.

Commissioner Gross queried how long would it take to install a traffic signal. Traffic Engineer Zandvliet replied that, after it takes 4 to 5 months to design, an additional 6 months to issue construction bids and obtain a contract. It would take at least a year before a new traffic signal could become operational.

Commissioner Gross noted that most speakers tonight were concerned with a prohibition of left turns all the time as per the original recommendation to City Council. A "right now" solution would be to restrict left turns at 12<sup>th</sup> and 19<sup>th</sup> Streets, but to modify the restrictions to disallow left turns from 12<sup>th</sup> Street onto Aviation all the time; disallow left turns during peak hours from 19<sup>th</sup> Street onto Aviation, from Aviation to 19<sup>th</sup> Street,

and from Aviation to 12<sup>th</sup> Street. He would refer the determination of peak hours to the Traffic Engineer. Commissioner Gross recommended that during the trial period of no more than 6 months that the traffic data continue to be monitored including traffic accidents. He did not suggest a new traffic signal at this time as it would take a long time to process, but possibly consider it after the initial 6-month trial period.

Commissioner Stabile stated that restricting left turns at peak hours are a potential problem. Some people ignore restrictions. This may lead to an enforcement problem and to committing more Police Department resources to maintain effectiveness.

Chairperson Donahue relayed his concern that people may not be able to read signs in time regarding restricted left turns during certain hours. However, he believes that many who make left turns into the neighborhood are residents. Chairperson Donahue suggests restricting the left turns from 6 to 9 a.m. and 3 to 7 p.m., check accident rates, and revisit these improvements in 6 months. He noted that another traffic signal is not needed.

Commissioner Silverman noted his concerns with the visibility when making right turns from 12<sup>th</sup> and 19<sup>th</sup> Streets onto southbound Aviation. He suggests perhaps using mirrors to improve the safety of these turns.

Commissioner Adami stated that the addition of a traffic signal should not be recommended because of the costs and a majority of the citizens are against it. He suggests that the left turn restrictions be from 3 to 7 p.m.

In response to a question from Commissioner Gross, Traffic Engineer Zandvliet explained that left turn restrictions could be "flexible". A suggested peak time would be from 3 to 7 p.m. The window of time could be changed if data reflected that 3:30 or 6:30 pm would be just as effective for traffic safety. Traffic Engineer Zandvliet recommended that outbound traffic from 12<sup>th</sup> Street to Aviation be restricted all the time; from Aviation into 12<sup>th</sup> Street, left turns would be restricted from 3 to 7 p.m.; and left turns restricted 3 to 7 p.m. both ways on 19<sup>th</sup> Street and Aviation.

Chairperson Donahue responded that flexible left turn restrictions would be confusing and he would suggest leaving the restrictions from 3 to 7 p.m. He concurs with full-time left turn restrictions from 12<sup>th</sup> Street to Aviation.

Commissioner Gross requested Traffic Engineer Zandvliet to address allowing left turns on weekends. Traffic Engineer Zandvliet stated that weekends could be exempted. He further noted that peak hours should be consistent and reiterated that 12<sup>th</sup> Street outbound left turns should be completely prohibited. This 24-hour prohibition would allow moving the right turn lane over and may provide better visibility at the 12<sup>th</sup> Street and Aviation intersection. The Traffic Engineer does not recommend restricting left turns during morning peak hours.

In response to Commissioner Stabile's query, Traffic Engineer Zandvliet noted that there are methods to obtain data and to monitor compliance to the time restrictions.

### **Action**

A MOTION was MADE (Gross) to:

1. Prohibit left turns from northbound Aviation Boulevard to westbound 12th and 19th Streets between 3 and 7pm Monday through Friday;
2. Prohibit left turns from eastbound 12th onto Aviation Boulevard at all times;
3. Conduct before-and-after collision history and traffic counts of potentially affected streets;
4. Conduct a follow-up study in approximately six months after installation of left turn restrictions

This motion was put to vote, but did not carry.

Discussion continued with the Commission agreeing to amend the motion to add the following Measure:

### **ADD**

- Add an electronic speed awareness sign with actual speed and speed limit on Aviation Blvd for south-bound drivers.

The amended motion was SECONDED by Commissioner Silverman and passed by 4 to 1 roll call vote with Commissioner Stabile dissenting.

Management Analyst Stevenson advised that the Council is scheduled to consider this item on September 2<sup>nd</sup>. Over 900 notices have been prepared to be mailed out this week for the September 2<sup>nd</sup> meeting. Traffic Engineer Zandvliet explained that the left turn restriction signs could be installed fairly quickly after City Council approval. The flashing sign would require monies to be appropriated and would take longer to complete. Traffic Engineer Erik Zandvliet provided input on how to access the Council agenda item via the City website, at the public library or at the Community Development public counter.

Chairperson Donahue thanked the participants for attending the meeting and making themselves heard.



**F. COMMISSION ITEMS**

None

**G. STAFF ITEMS**

Management Analyst Stevenson noted that City Council approved all PPIC recommendations regarding American Martyrs School and Pacific Elementary School. Traffic Engineer Zandvliet noted that the next steps included work orders for signs and to get the information to the school parents before school starts. It is expected that this item will come back for PPIC review in 6 months.

**H. ADJOURNMENT**

The meeting was adjourned at 8:20 p.m.

**EXHIBIT**

**B**



**PRESENTATION OF PROPOSED  
TRAFFIC IMPROVEMENTS AT  
AVIATION BLVD AND 12TH  
AND 19TH STREETS**

On August 19, 2008, the Parking and Public Improvements Commission reviewed a request for traffic evaluation at Aviation Boulevard and 12th Street and Aviation Boulevard and 19th Street Intersections

The City Council will consider the Parking and Public Improvements Commission's recommendations at a public meeting on September 2, 2008

**- CITY COUNCIL MEETING -**

**WHEN:** September 2, 2008 at 6:30 pm

**WHERE:** Council Chambers (1400 Highland Avenue)

The staff report is available at [www.citymb.info](http://www.citymb.info), City Hall and the Manhattan Beach Library the Friday before the meeting. For additional information, please call Ana Stevenson at (310) 802-5540 or email at [astevenson@citymb.info](mailto:astevenson@citymb.info)