





# Staff Report

## City of Manhattan Beach

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

**THROUGH:** Geoff Dolan, City Manager 

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

**DATE:** September 16, 2008

**SUBJECT:** Consideration of the Parking and Public Improvements Commission's Recommendation for Double Double Yellow Line Painted Median on Manhattan Beach Boulevard and Manhattan Avenue in Downtown.

### RECOMMENDATION:

It is recommended that the City Council pass a motion to approve the Parking and Public Improvements Commission recommendation to install painted center medians along Manhattan Beach Boulevard between The Strand and Morningside Drive, and on Manhattan Avenue between 8th Street and 15th Street.

### FISCAL IMPLICATION:

Installation of painted center medians can be accomplished through existing Public Works programs and budgets.

### BACKGROUND:

The Police Department received a request from Ms. Patti Garrity, about the legality of making a left turn into a diagonal space on Manhattan Beach Boulevard in downtown. Ms. Garrity's letter indicated that she and other customers have seen erratic driving by motorists trying to enter empty parking spaces on the opposite side of the street.

The Police Chief is in full support of prohibiting this movement because its illegality is not clear to some motorists, it is unexpected by other motorists and increases the likelihood of collisions. The Police Department currently tickets motorists attempting this turn into a diagonal parking space, because it requires the driver to reverse directions before entering the diagonal space, which may be interpreted as a U-Turn, which would be a violation of California Vehicle Code Sections 21460 and 22102 as follows:

21460. (a) When double parallel solid lines are in place, no person driving a vehicle shall drive to the left thereof, except as permitted in this section.

(b) When the double parallel lines, one of which is broken, are in place, no person driving a vehicle shall drive to the left thereof, except as follows:

(1) That the driver on that side of the roadway in which the broken line is in place may cross over the double line or drive to the left thereof when overtaking or passing other vehicles.

(2) As provided in Section 21460.5.

(c) Either of the markings as specified in subdivision (a) or (b) does not prohibit a driver from crossing the marking when (1) turning to the left at any intersection or into or out of a driveway or private road, or (2) making a U-turn under the rules governing that turn, and either of the markings shall be disregarded when authorized signs have been erected designating offcenter traffic lanes as permitted under Section 21657.

(d) Raised pavement markers may be used to simulate painted lines described in this section when the markers are placed in accordance with standards established by the Department of Transportation.

22102. No person in a business district shall make a U-turn, except at an intersection, or on a divided highway where an opening has been provided in accordance with Section 21651. This turning movement shall be made as close as practicable to the extreme left-hand edge of the lanes moving in the driver's direction of travel immediately prior to the initiation of the turning movement, when more than one lane in the direction of travel is present.

On July 10, 2008 the Parking and Public Improvements Commission (PPIC) considered the request. Based on the absence of clear indications to the driving public about the City's prohibition of turning left into a diagonal parking space, the PPIC recommended that painted center medians be installed along Manhattan Beach Boulevard between The Strand and Morningside Drive, and on Manhattan Avenue between 8<sup>th</sup> Street and 15<sup>th</sup> Street. It was a split vote (3-2). The dissenters commented that they would have liked to see input from the Manhattan Beach Downtown Business and Professional Association (DBPA). Based on these comments, on August 21 staff brought the request to the DBPA's monthly meeting. The DBPA fully endorsed PPIC's recommendation to paint center medians. Several of its members said they had witnessed mid-block turning conflicts.

#### **DISCUSSION:**

Manhattan Beach Boulevard is an east-west major arterial street with one lane in each direction separated by a painted double yellow line in the downtown area. Manhattan Beach Boulevard has a traffic volume of approximately 13,200 vehicles per day and a speed limit of 25 mph. Diagonal and parallel parking stalls are painted on both sides of the street. Manhattan Beach Boulevard is controlled with traffic signals at Valley Drive/Ardmore Avenue, Highland Avenue and Manhattan Avenue.

Manhattan Avenue is a north-south collector street with one lane in each direction separated by a painted double yellow line in the downtown area. Manhattan Avenue has a traffic volume of approximately 7,500 to 10,000 vehicles per day and a posted speed limit of 25 mph. Manhattan Avenue intersects Manhattan Beach Boulevard at a traffic signal two blocks east of the Manhattan Beach Pier. Diagonal and parallel parking stalls are painted on both sides of the street. Manhattan Avenue terminates at 15th Street to the north.

The traffic collision history between January 1, 2001 and June 30, 2007 was analyzed for both streets. According to City records, there have been no collisions reported on either street due to mid-block turns into diagonal parking spaces during this 5 ½ year period.


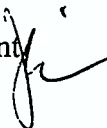
The City Traffic Engineer considered several traffic signs and markings to improve driving safety. "No Left Turn" signs are not recommended because they would have to be posted in many locations, which may be confusing to drivers attempting to make a legal turn at a nearby intersection. Painted markings indicating "No Left Turn" are not enforceable and would require constant maintenance.

A painted or raised center median could be installed to prohibit mid-block turns across or entry into the center median and effectively eliminate mid-block turning conflicts observed by the Police Department. The City Traffic Engineer has confirmed that a painted median would fit within the existing roadway while maintaining minimum recommended lane widths on both Manhattan Beach Boulevard and Manhattan Avenue. A painted center median is indicated by two sets of double yellow lines. This striping would be a clear indication to drivers that left turns and U-turns are prohibited between intersections.

Exhibits:       A. PPIC Staff Report Dated 7/10/08  
                  B. PPIC Meeting Minutes 7/10/08



CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT

**TO:** Parking and Public Improvements Commission  
**FROM:** Richard Thompson, Director of Community Development  
Ana Stevenson, Management Analyst    
**BY:** Erik Zandvliet, Traffic Engineer  
**DATE:** July 10, 2008  
**SUBJECT:** Consider Installation of Double Double Yellow Line Painted Median on  
Manhattan Beach Boulevard and Manhattan Avenue in Downtown

**RECOMMENDATION:**

It is recommended that painted center medians be installed along Manhattan Beach Boulevard between The Strand and Morningside Drive, and on Manhattan Avenue between 8<sup>th</sup> Street and 15<sup>th</sup> Street.

**BACKGROUND:**

Recently, the Police Department received a request from Ms. Patti Garrity, about the legality of making a left turn into a diagonal space on Manhattan Beach Boulevard in downtown. Ms. Garrity’s letter indicates that she and other customers have seen erratic driving by motorists trying to enter empty parking spaces on the opposite side of the street. She suggested the City install signs or markings to make it clear whether or not a left (or U-turn) is allowed where diagonal curb parking is provided.

Pursuant to this request, staff of both the Police and Community Development Departments met to discuss if left/U-turns into diagonal spaces are proper and if they should be allowed. The Police Chief is in full support of prohibiting this movement because it is unexpected by other motorists and increases the likelihood of collisions. The Police Department currently tickets motorists attempting this turn into a diagonal parking space, because it requires the driver to reverse directions before entering the diagonal space, which may be interpreted as a U-Turn, which would be a violation of California Vehicle Code Sections 21460 and 22102 as follows:

21460. (a) When double parallel solid lines are in place, no person driving a vehicle shall drive to the left thereof, except as permitted in this section.

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(d) Raised pavement markers may be used to simulate painted lines described in this section when the markers are placed in accordance with standards established by the Department of Transportation.

22102. No person in a business district shall make a U-turn, except at an intersection, or on a divided highway where an opening has been provided in accordance with Section 21651. This turning movement shall be made as close as practicable to the extreme left-hand edge of the lanes moving in the driver's direction of travel immediately prior to the initiation of the turning movement, when more than one lane in the direction of travel is present.

Ms. Garrity is also concerned about Jaywalking between the intersections. It should be noted that while crossing mid-block is not illegal in downtown, it is highly recommended to cross at a marked crosswalk. According to State law, crossing midblock is prohibited only when two consecutive intersections are controlled with official traffic control devices.

### **DISCUSSION:**

Manhattan Beach Boulevard is an east-west major arterial street with one lane in each direction separated by a painted double yellow line in the downtown area. Manhattan Beach Boulevard has a traffic volume of approximately 13,200 vehicles per day and a speed limit of 25 mph. Diagonal and parallel parking stalls are painted on both sides of the street. Manhattan Beach Boulevard is controlled with traffic signals at Valley Drive/Ardmore Avenue, Highland Avenue and Manhattan Avenue.

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The traffic collision history between January 1, 2001 and June 30, 2007 was analyzed for both streets. According to City records, there have been no collisions reported on either street due to mid-block turns into diagonal parking spaces during this 5 ½ year period.

The City Traffic Engineer considered several traffic signs and markings to improve driving safety. "No Left Turn" signs are not recommended because they would have to be posted in many locations, which may be confusing to drivers attempting to make a legal turn at a nearby intersection. Painted markings indicating "No Left Turn" are not enforceable and would require constant maintenance.

A painted or raised center median could be installed to prohibit mid-block turns across or entry into the center median and effectively eliminate mid-block turning conflicts observed by the Police Department. The City Traffic Engineer has confirmed that a painted median would fit within the existing roadway while maintaining minimum recommended lane widths on both Manhattan Beach Boulevard and Manhattan Avenue. A painted center median is indicated by two sets of double yellow lines. This striping would be a clear indication to drivers that left turns and U-turns are prohibited between intersections.

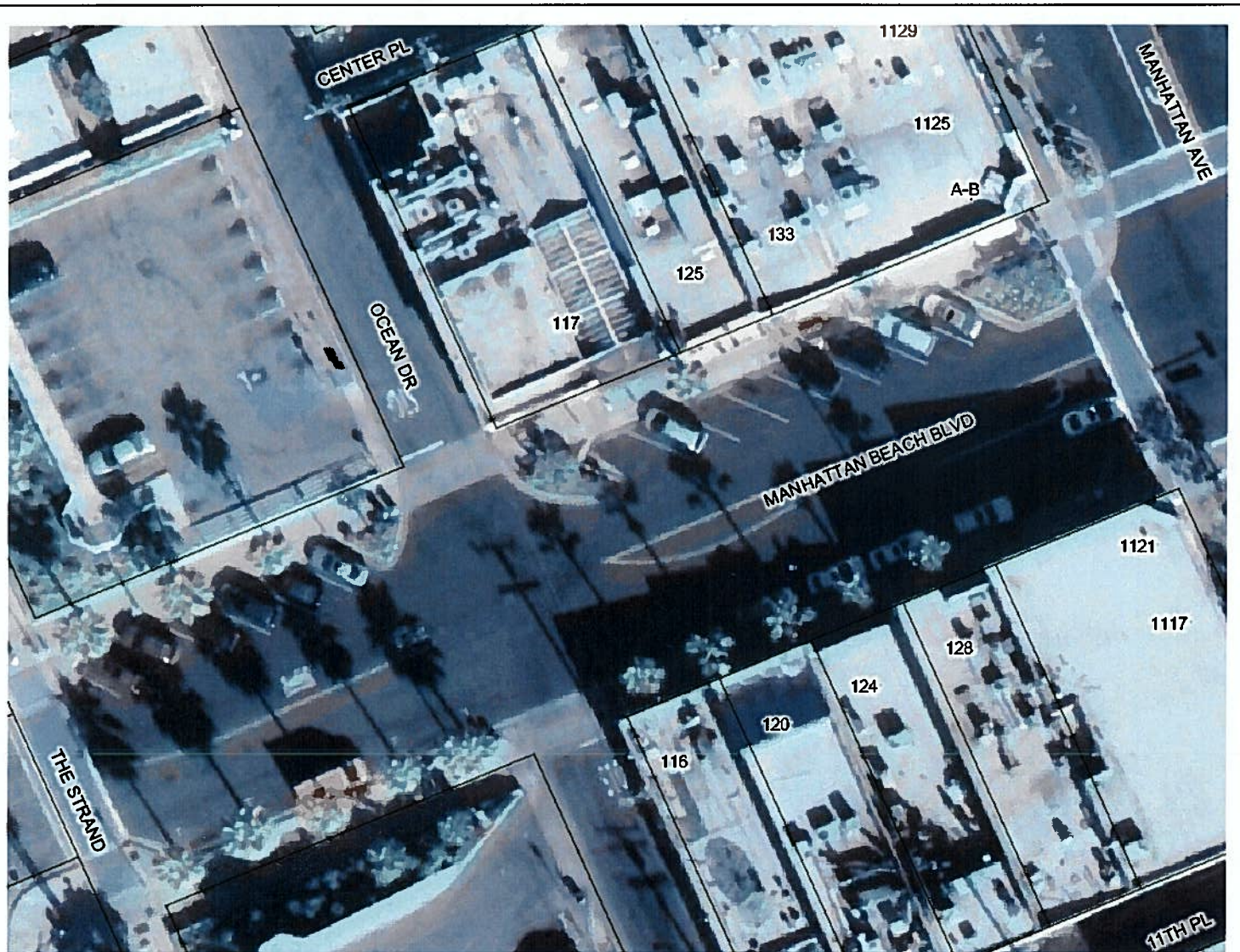
**CONCLUSION:**

Based on the absence of clear indications to the driving public about the City's prohibition of turning left into a diagonal parking space, it is recommended that painted center medians be installed along Manhattan Beach Boulevard between The Strand and Morningside Drive, and on Manhattan Avenue between 8<sup>th</sup> Street and 15<sup>th</sup> Street.

Exhibit:

1. Aerial Photos
2. Request letter
3. Typical striping detail





City of Manhattan Beach  
Department of Community Development

**MANHATTAN BEACH BOULEVARD**  
**The Strand to Manhattan Avenue**  
**CONSIDER PAINTED CENTER MEDIAN**





City of Manhattan Beach  
Department of Community Development

**MANHATTAN BEACH BOULEVARD  
Manhattan Avenue to Highland Avenue  
CONSIDER PAINTED CENTER MEDIAN**





City of Manhattan Beach  
Department of Community Development

**MANHATTAN BEACH BOULEVARD  
Highland Avenue to Morningside Drive  
CONSIDER PAINTED CENTER MEDIAN**





City of Manhattan Beach  
Department of Community Development

**MANHATTAN AVENUE**  
**8<sup>th</sup> Street to 10<sup>th</sup> Street**  
**CONSIDER PAINTED CENTER MEDIAN**

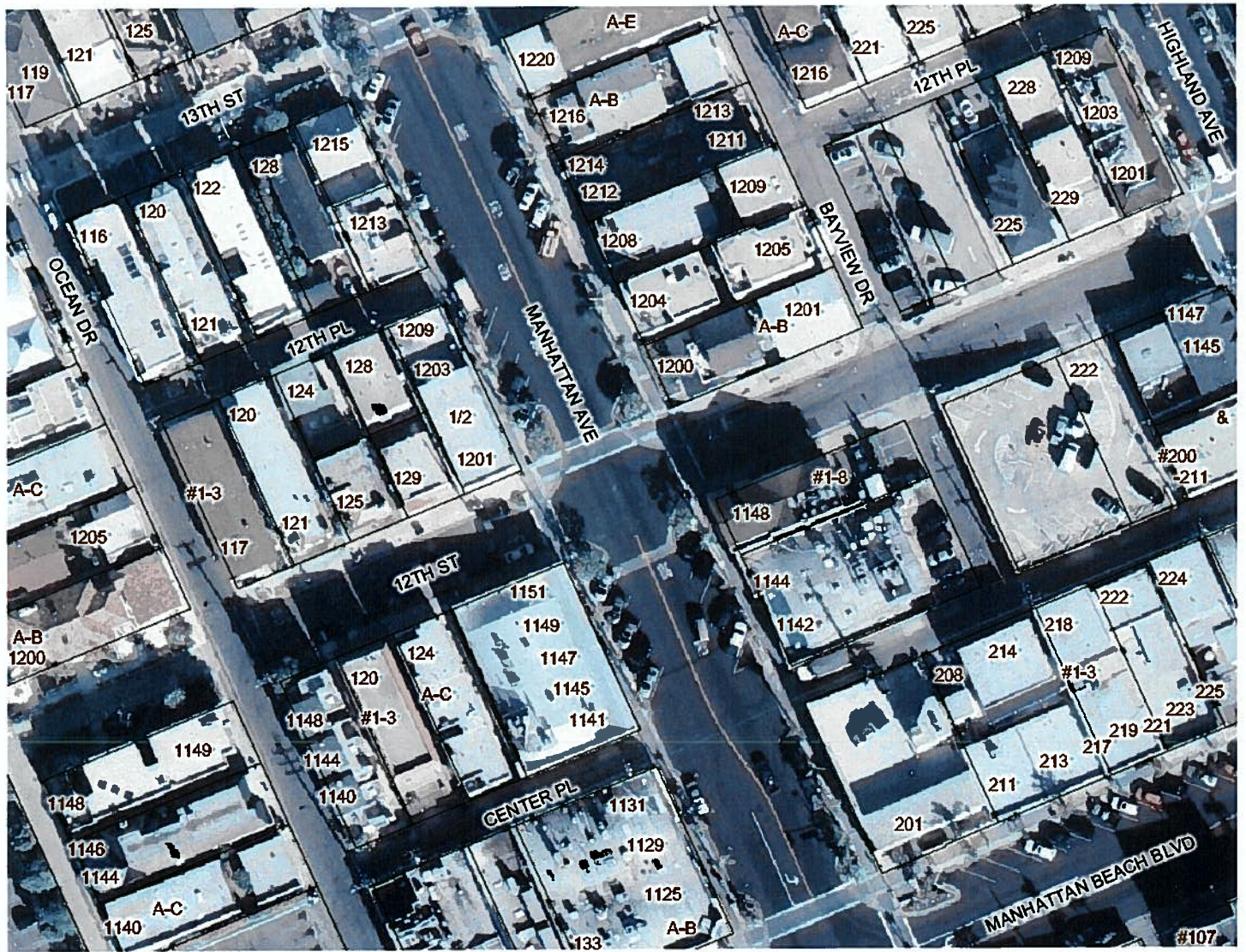




City of Manhattan Beach  
Department of Community Development

**MANHATTAN AVENUE**  
**10<sup>TH</sup> Street to Manhattan Beach Boulevard**  
**CONSIDER PAINTED CENTER MEDIAN**

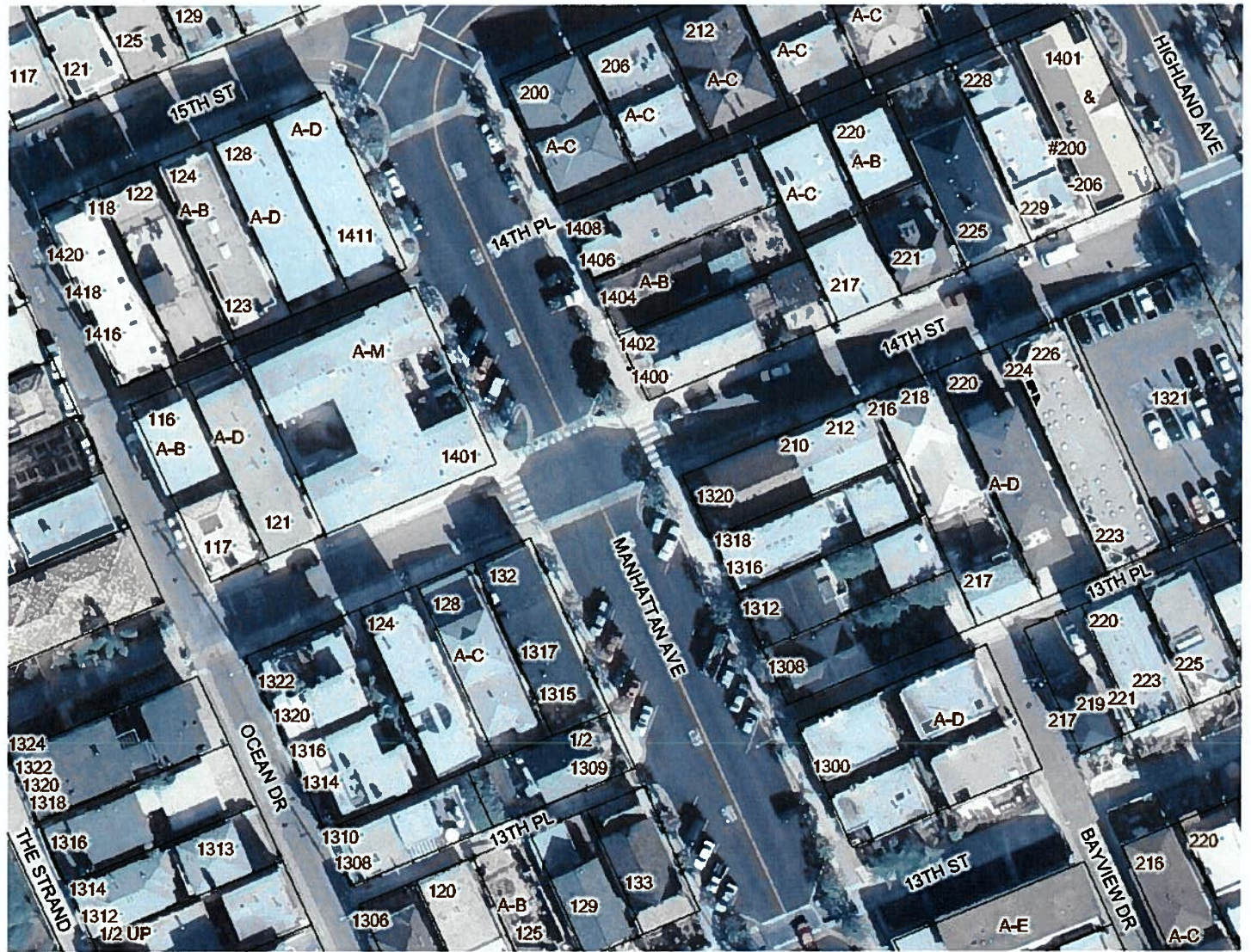




City of Manhattan Beach  
 Department of Community Development

**MANHATTAN AVENUE**  
**Manhattan Beach Boulevard to 13<sup>TH</sup> Street**  
**CONSIDER PAINTED CENTER MEDIAN**





City of Manhattan Beach  
Department of Community Development

**MANHATTAN AVENUE**  
**13<sup>TH</sup> Street to 15<sup>TH</sup> Street**  
**CONSIDER PAINTED CENTER MEDIAN**

Traffic Division attn: Sgt. Clatt

EXHIBIT

2

I had an amusing encounter with a Manhattan Beach Police Officer downtown the other day. When I crossed the double yellow line in front of the Coffee Bean. Peets. Noah's triad to angle park, not a U turn as we have been emphatically informed by our police chief no less, the cop pulled up behind my car before I turned off the ignition.

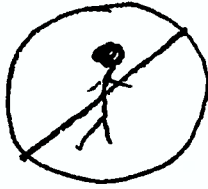
Looming by my door as I opened it I immediately grinned and told him "Pod says this is a legal turn." "It's wrong", said the cop, and wrote me up a warning ticket.

For years dozens of us early AM coffee-matics sitting in front of Peets between 6:30 and 8:00 AM have watched in shocked astonishment as every minute car after car crosses that double yellow line to park for coffee, impeding traffic, cutting off oncoming cars who want that space on their side, and most can't do it in one smooth turn, frequently backing up again across the lines to attack the space correctly. We have seen such incompetent and erratic driving (coffee deprivation?) that a serious accident is inevitable. To top it off, the driver invariably

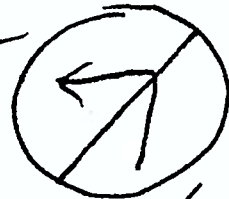


Then jaywalks back across the street for coffee where he/she couldn't park.

If all those turns and jaywalking are illegal, do something! Evidently even the authorities can't agree. Why not settle it by painting on each side of the double lines down the middle of the lanes the universal verboten signs of



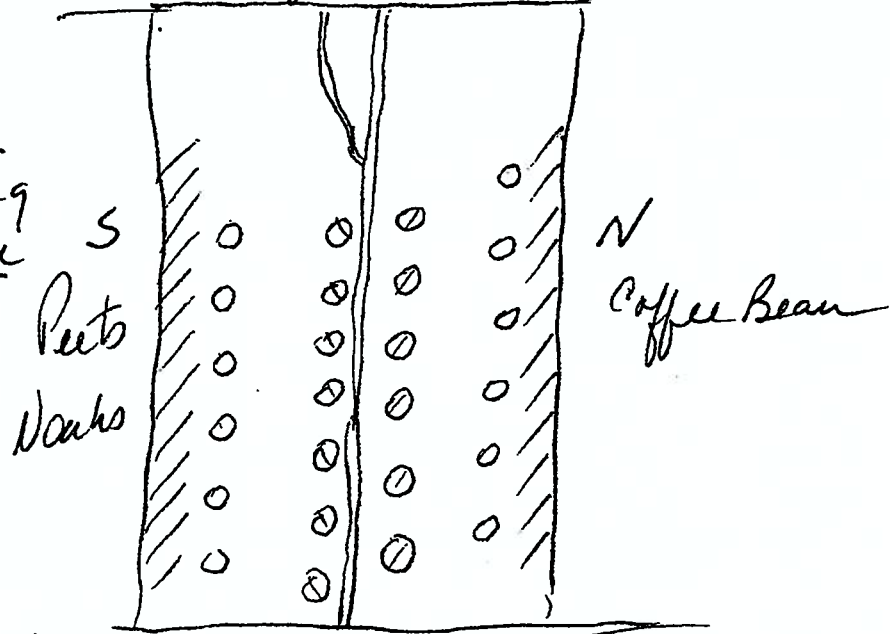
NO pedestrians and  
NO left turns



Our city has the right and the obligation to demand compliance with our laws. The downtowners have gotten away with breaking or ignoring them for too long.

Highland

No jaywalking circles behind the parked cars, the turn ones in the street by the double lines



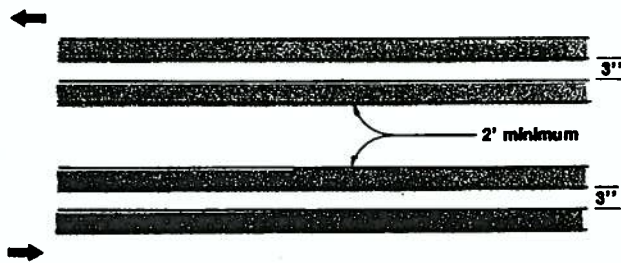
Morningside - E -

316.1463

Cordially,  
Patti Garrity

Figure 6-6  
**MEDIAN ISLANDS**

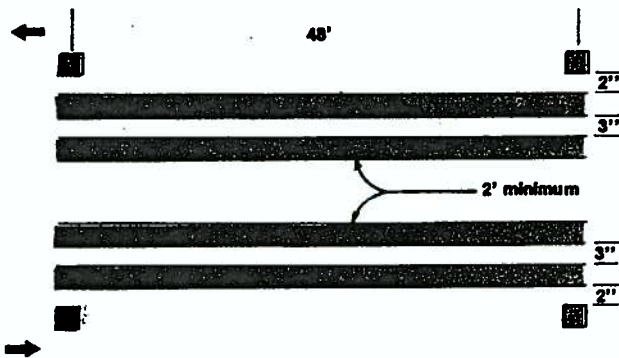
**DETAIL 28**



**POLICY**

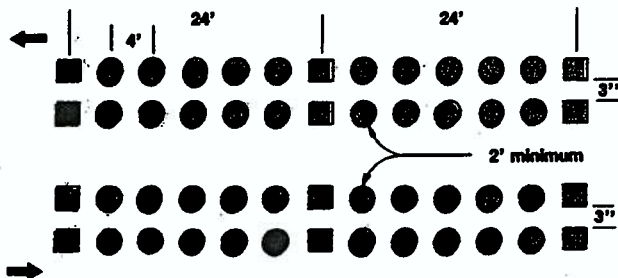
Double left edgeline pattern for use on all-paved sections of streets and highways (normally used on local streets and highways).

**DETAIL 29**



Double left edgeline pattern with pavement markers for use on all-paved sections of streets and highways (see Note 1).

**DETAIL 30**



Alternate to Detail 29. For use at problem locations where it is difficult to place and maintain lines because of moisture, sand, etc.

**NOTE:**

1. Pavement markers in Detail 29 may be placed on the line.

**LEGEND**

- 4" Yellow
- Two-Way Yellow Reflective Marker
- Directions of Travel
- Non-Reflective Yellow Marker



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

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

**A. ROLL CALL**

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

**B. AGENDA CHANGES**

None.

**C. APPROVAL OF MINUTES – June 26, 2008**

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

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

**D. AUDIENCE PARTICIPATION**

None.

**E. GENERAL BUSINESS**

**F. School Area Traffic Study – Robinson Elementary School**

Management Analyst Stevenson introduced this item.

Traffic Engineer Zandvliet presented the staff report and recommended that the Commission conduct a public hearing and vote to continue the initial traffic safety measures



and implement the following additional measures for the area surrounding Robinson Elementary School.

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

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

### **Discussion**

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

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

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

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

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

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

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

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

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

Commissioner Stabile asked if Traffic Engineer Zandvliet knew what the radius of students was around each school and what the average walking distance might be. Traffic Engineer Zandvliet explained that he did not have the figures in front of him but he would guesstimate ¼ mile.

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

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

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

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

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

**Richard Ackerman, 400 block of 1<sup>st</sup> Street**, stated that 1<sup>st</sup> Street was chaotic especially in the mornings but also in the afternoon. He expressed concern over the traffic situation and the close calls between cars and pedestrians that he has witnessed during school hours. He thinks that if the school would lock the gate to the school from the staff parking lot on 1<sup>st</sup> Street that a lot of the traffic would be eliminated on that street. Mr. Ackerman would like to request that the Commission consider parking restrictions on 1<sup>st</sup> Street during drop off and pick up times, eliminating parking on south side of street from Ingleside to Morningside.

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

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

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

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

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

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

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

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

## **Action**

A motion was MADE and SECONDED (Silverman/Adami) to present the three additional recommendations from staff to Council with the revision of #12 to include that the City should work with the School District to achieve effective, well-defined adult supervision of the loading and un-loading of children at the loading zones of every elementary and middle school.”

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

### **2. School Area Traffic Study – Meadows Elementary School**

Management Analyst Stevenson introduced this item.

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

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



12. Encourage the school to distribute traffic safety handouts regularly throughout the school year.

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

### **Discussion**

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

Traffic Engineer Zandvliet confirmed that this could be done.

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

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

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

Traffic Engineer Zandvliet confirmed that they had been completed.

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

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

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

Fridays that they encourage students and parents to participate in.

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

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

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

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

The public hearing was closed at 8:22 PM.

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

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

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

Commissioner Gross would like to see Council involved in resolving early morning



traffic problems that occur at all our schools. He suggested the use of the police auxiliary as an affordable authoritative presence at the schools.

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

### **Action**

A motion was MADE and SECONDED (Donahue/Stabile) to present recommendations to Council with the following revisions: #4 to include the opening of the fire lane for afternoon pick ups on a trial basis in conjunction with the installation of a new loading zone on Meadows north of the main entrance to the school, #6 to include the installation of a temporary bulb-out on a trial basis, #14 to prohibit left-hand turns in and out of loading zone/fire lane on Meadows, and the addition of #13 to include that the City should work with the School District to achieve effective, well-defined adult supervision of the loading and un-loading of children at the loading zones of every elementary and middle school.

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

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

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

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

Management Analyst Stevenson introduced this item.

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

Traffic Engineer Zandvliet stated that technically it is illegal to cross the lines that are

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

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

Chair Donahue expressed his opposition to more street painting.

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

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

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

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

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

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

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

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

### **Action**

A motion was MADE and SECONDED (Gross/Adami) to recommend the City Council approve the staff recommendation that painted center medians be installed along Manhattan Beach Boulevard between The Strand and Morningside Drive and on Manhattan Avenue between 8th and 15th Streets.

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

**G. COMMISSION BUSINESS**

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

**H. ADJOURNMENT**

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

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Patricia Schilling  
Recording Secretary

ATTEST:

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ANA STEVENSON  
Management Analyst