


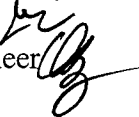
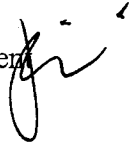


Staff Report

City of Manhattan Beach

TO: Honorable Mayor Montgomery and Members of the City Council

THROUGH: Geoff Dolan, City Manager 

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

DATE: September 16, 2008

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

RECOMMENDATION:

It is recommended that the Council pass a motion to approve the Parking and Public Improvements Commission recommendation to continue the initial traffic safety measures and implement the following additional measures for the area surrounding Pacific Elementary School (**Items added by PPIC on July 24, 2008 in bold**):

- A. Post limited time parking spaces in the Pacific Avenue loading zone for visitors.
- B. Implement a regular and rotating police presence at Pacific School to enforce traffic laws.
- C. Lengthen the existing loading zone on Pacific Avenue north of the stop sign by a reasonable amount;**
- D. Enhance the No Parking zone in front of the diagonal parking along Pacific Avenue with clear No Parking markings; and**
- E. Provide City support for a pilot program of adult supervised loading zones as the model for other schools.**

FISCAL IMPLICATION:

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

BACKGROUND:

In November 2002 the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). The Program established a set of procedures for evaluating neighborhoods in an effort to improve livability of neighborhood streets. In March 2003 and included in the 2008-09 Work Plan, the Council directed staff to conduct studies of traffic and parking conditions in the areas surrounding the schools in Manhattan Beach. Since each school area has unique conditions and issues, each school is being evaluated separately.

DISCUSSION:

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

August 1, 2006 – Initial meetings with school representatives to discuss school related traffic concerns.

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

September 28, 2006 – PPIC held public hearing and reviewed the list of initial recommendations prepared by the Traffic Engineer. PPIC felt additional analysis was needed to determine utilization of parking lots.

November 8, 2006 – City Council discussed the initial recommendations and directed staff to hold a public workshop with school parents and neighborhood residents.

January 30, 2007 – City held public workshop at Pacific Elementary School attended by 7 residents, 2 school staff, 2 City staff and 2 Councilmembers. Curb parking on 14th Street was discussed, as well as a floating crossing guard and consideration of a loading zone on the west side of Pacific Avenue.

March 7, 2007 – City Council discussed and approved the revised recommendations with direction to pursue additional involvement with PTA for implementation.

April 2007 – Public Works crews implemented traffic safety measures.

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

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

July 2008 – Staff met with Debbie Mabry, Principal of Pacific Elementary School, and other school representatives to discuss their observations and suggestions for changes to the current plan.

July 24, 2008 - PPIC held public hearing and reviewed the follow-up study findings and recommendations. Notices were sent to surrounding residents and the school.

In addition, the local streets surrounding Pacific Elementary School were reviewed to determine if any were candidates for speed humps. Since recurrent speeding was not observed during school hours on any eligible local streets, this measure is not recommended at this time. It should be noted that Pacific Avenue, Poinsettia Avenue and 17th Street are considered primary emergency routes, and therefore would not be eligible for speed humps.

Initial School Area Measures

The following initial measures were evaluated to determine their effectiveness:

1. Replace missing and non-standard 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. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14th Street at the John Street loading zone.
10. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.
11. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
12. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
13. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.
14. Prepare Suggested Routes to School map for distribution to parents.
15. Encourage the school to distribute traffic safety handouts regularly throughout the school year.
16. Request that the School District consider how it might best utilize and encourage use of their internal parking lots.
17. Direct staff to review the feasibility of creating limited time parking spaces in the Pacific Avenue loading zone for visitors
18. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area.
19. Add floating crossing guard to help with loading & unloading.

PPIC Meeting

On July 24, 2008, the PPIC discussed the follow up findings and heard testimony from two residents, one parent and Ms. Debie Mabry, the school PTA Safety Chair. The speakers described concerns related to unruly parents and suggestions to improve loading operations and overall safety on the surrounding streets. The Principal also described a volunteer loading zone assistance program she intends to adopt from her prior school this fall. The Commission was supportive of all of the Traffic Engineer's recommended actions, and added three additional

recommendations:

- D. Lengthen the existing loading zone on Pacific Avenue north of the stop sign by a reasonable amount;
- E. Enhance the red no parking zone in front of the diagonal parking along Pacific Avenue with clear No Parking markings; and
- F. Provide City support for a pilot program of adult supervised loading zones as the model for other schools.

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

Next Steps

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

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

- Exhibit:
- A. Pacific Elementary School Neighborhood Vicinity Aerial Map
 - B. PPIC Report dated 7/24/08 with attachments
 - C. Draft PPIC Minutes 7/24/08
 - D. City Council Meeting Notice
 - E. Public Comments

EXHIBIT A



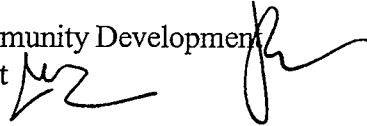
**Pacific Elementary School
Neighborhood Vicinity Aerial Map**

**EXHIBIT
B**

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

TO: Parking and Public Improvements Commission

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



BY: Erik Zandvliet, Traffic Engineer

DATE: July 24, 2008

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

RECOMMENDATION:

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

1. Post limited time parking spaces in the Pacific Avenue loading zone for visitors.
2. Implement a regular and rotating police presence at Pacific School to enforce traffic laws.

BACKGROUND:

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

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

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

- Step 1-** Identify Candidate Streets/Neighborhoods
- Step 2-** Preliminary Screening and Evaluation
- Step 3-** Engineering Analysis/Preliminary Recommendations

- Step 4- Neighborhood Meetings and Survey/Petitions
- Step 5- Develop, Install, and Evaluate Test projects
- Step 6- Determination of Permanent Project
- Step 7- Monitoring

To initiate the NTMP process, City and Police Department Staff City Staff met with Dr. Christine Norvell, prior Principal of Pacific Elementary School, and other school staff on August 1, 2006, to listen and discuss school related traffic concerns. Additional comments were gathered through a request for comments sent to residents living on the surrounding streets.

On September 28, 2006, the PPIC heard public testimony and reviewed the list of initial recommendations prepared by the Traffic Engineer. The Commission heard from local residents and was supportive of the Traffic Engineer’s recommended plan, but felt additional analysis is needed with regard to better utilization of the school’s parking lots and loading zones. The Commission voted to recommend approval of a program of 20 mitigation measures on a trial basis for six months.

On November 8, 2006, the City Council reviewed the PPIC’s recommendation and heard additional public testimony. Three residents spoke of their concerns related to school traffic. The Council unanimously voted to reschedule this item for a public hearing and directed staff to hold a public workshop with representatives from the City and School with notification to the school parents and surrounding neighborhood.

On January 30, 2007, the City and School held a public workshop at Pacific Elementary School. The meeting was attended by 7 residents, 2 school staff, 2 City staff and two Councilmembers. At the meeting, it was agreed 1) that parking on the north side of 14th Street between John Street and Poinsettia Avenue would not be recommended, 2) that a floating crossing guard be considered to assist at the loading zone, and 3) to study the addition of a passenger loading zone on the west side of Pacific Avenue just south of 14th Street.

On March 7, 2007, the City Council discussed the cumulative suggestions and findings, and heard additional public testimony from school representatives and residents surrounding the school area. The City Council approved initial measures as recommended by staff, with direction to pursue additional involvement of the PTA and volunteers in the implementation of the plan.

Immediately after the City Council meeting, the Public Works Department began implementing the sign and marking changes. The physical improvements were completed during Spring Break 2007.

DISCUSSION:

Pacific Elementary School is located on Pacific Avenue in the northwest quadrant of the city, just north of Manhattan Beach Boulevard. The school attendance boundary extends from Ardmore Avenue/Laurel Avenue on the west, Rosecrans Avenue to the north, Sepulveda Boulevard to the east, and Manhattan Beach Boulevard to the south. There are approximately 600 students in

Grades K through 5. School begins at 8:15am and 8:45am with two dismissals at approximately 2:05pm and 2:45pm. Kindergarten and minimum days have different schedules. There are 56 off-street parking spaces on campus and 18 diagonal spaces along Pacific Avenue.

Circulation around Pacific School is primarily via Pacific Avenue in front of the school, and John Street/14th Street at the back of the school. Kindergarten students also use small loading zones along 17th Street and 14th Street. Some 4th and 5th graders also enter and leave via a gate on Poinsettia Avenue across the ball field.

The local neighborhood streets surrounding Pacific Elementary School are built in a grid network and served by local collector streets such as Pacific Avenue and Poinsettia Avenue. Both of these streets are signalized at Manhattan Beach Boulevard. The streets surrounding the school are improved with curbs, gutters and sidewalks. Pacific Avenue north of 17th Street is narrower than the section in front of the school. Some traffic calming measures have been implemented in the area, including landscaped road narrowing at Pacific Avenue/14th Street. All of the local streets surrounding the school campuses are congested at arrival and dismissal times on school days, often blocking local residential traffic.

EVALUATION OF INITIAL MEASURES

Staff conducted several follow-up field investigations to evaluate the effectiveness of the implemented traffic safety measures. Traffic flow during school hours has improved, particularly along John Street and 14th Street. Congestion continues to occur along 14th Street, largely due to the narrowness of the street. Overall, field reviews confirm that traffic is flowing smoother, and appears to be more orderly. This can be attributed several factors: the designated loading zone in front of the school, new turn restrictions, loading instructions issued to the parents by the school, clear traffic markings as well as heightened police presence and a school campaign to walk to school. The improvements show how the combined efforts and cooperation of school leaders, PTA officials, City departments and Police staff have been able to make a difference. It also shows that all three “E’s” - Engineering, Education and Enforcement, are necessary to make a traffic safety system work.

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

1. Replace missing and non-standard traffic signs and street name signs. This action has been completed and appears to be improving driver compliance of the rules-of-the-road, as well as raise awareness of pedestrians and discourage speeding in the school area.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis. Additional police enforcement has been made, especially in the Fall, however, school representatives note that enforcement activity has been reduced in recent months.

3. Paint school crosswalks and markings on an annual basis. This action has been implemented at several locations to reinforce compliance of pedestrian right-of-way rules and raising awareness of pedestrians in the school area.
4. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street. This measure was implemented during Spring Break 2007 primarily to more closely match the school loading times. The new hours have improved traffic circulation in front of the school and the zone used for short-term parking during non-loading hours.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area. This measure was implemented during Spring Break 2007 and the time. This extended loading zone has improved traffic circulation in front of the school and is used for short-term parking during non-loading hours. The loading zone stripe has improved the orderliness of the loading operation.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue. This measure was completed during Spring Break 2007 and has prevented many pedestrian conflicts along the diagonal parking zone in front of the school. However, additional enforcement and education is necessary to maintain compliance at this location.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane. This measure was completed during Spring Break 2007 and appears to be reducing vehicle conflicts, frustration, back-ups and congestion along Pacific Avenue and 17th Street.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout. This measure was completed during Spring Break 2007 and has been found to reduce vehicle conflicts and congestion along John Street. Parents are now accustomed to entering the loading queue line in the westbound direction only.
9. Add directional arrows for westbound 14th Street at the John Street loading zone. See No. 8.
10. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs. This measure was completed during Spring Break 2007 and has helped make drivers more aware of pedestrian crossings at this intersection.
11. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.. School representatives should be present at the meeting to inform the Committee on any actions they have taken to implement a formal program. The school does post loading zone signs and places cones in the loading zone area to keep an orderly flow.
12. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students. The school encourages walking on certain days as a way to

get students in the habit of walking to school. School representatives may be able to provide additional details.

13. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas. This measure was discussed with school representatives for their consideration to present to the School District as a capital project. Status is unknown at this time.
14. Prepare Suggested Routes to School map for distribution to parents. A new Suggested Route to School map prepared by the City will be distributed at the start of the upcoming school year. This action will help educate parents and students of the preferred routes when walking or biking to school. It can be used to encourage more walking to school, thereby reducing traffic congestion on streets surrounding the school.
15. Encourage the school to distribute traffic safety handouts regularly throughout the school year. This action will remind school staff, students, parents and other users to follow the recommended driving, walking and parking practices in order to reduce potential residential impacts.
16. Request that the School District consider how it might best utilize and encourage use of their internal parking lots. School administrators have been asked to give a response to this recommendation at the follow-up meeting.
17. Direct staff to review the feasibility of creating limited time parking spaces in the Pacific Avenue loading zone for visitors. This measure is being recommended as a follow-up measure.
18. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area. This measure was discussed with school administrators who responded that several campus sensitive areas would have to be crossed by vehicles in order to provide circulation and the risk due to student exposure was too great.
19. Add floating crossing guard to help with loading & unloading. School administrators have been asked to give a response to this recommendation at the follow-up meeting.

Other Possible Measures

Pursuant to the collective discussions and observations as well as testimony made at this meeting, additional measures may be considered. Since recurrent speeding was not observed during school hours in either the initial or follow-up studies, a possible toolbox measure for

speed humps in school areas was considered but is not recommended at this time. However, as the result of the follow-up investigation, two additional measures are recommended by staff:

Post limited time parking spaces in the Pacific Avenue loading zone for visitors. This measure is supported by the City Traffic Engineer to provide additional parking opportunities for visitors.

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

NEXT STEPS

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

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

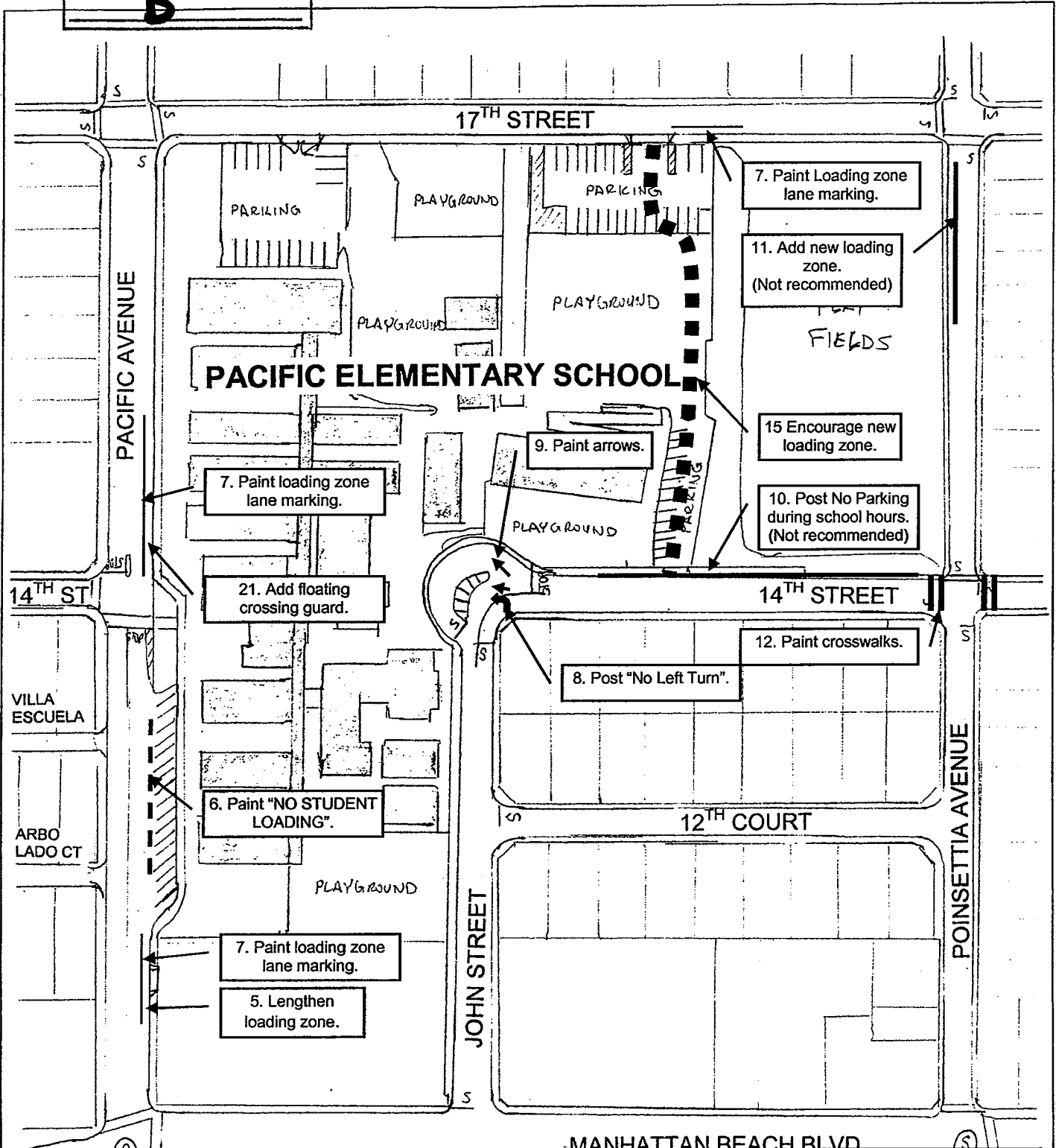
- Exhibits:
- A. Neighborhood Vicinity Aerial Map / Area Map
 - B. Implemented Measures Diagram
 - C. 3/07/07 City Council Staff Report and Minutes
 - D. Meeting Notice

G:\1 TRAFFIC & ROW DIVISION\TRAFFIC ENGINEER\PPIC\PPIC-pacific school NTMP follow up.doc

Exhibit A
Pacific Elementary School
Neighborhood Vicinity Aerial Map



EXHIBIT B



GENERAL RECOMMENDATIONS

- | | |
|---|---|
| 1. Replace school signs. | 16. Prepare Suggested Routes Map. |
| 2. Regular traffic/parking enforcement. | 19. Study feasibility of limited time visitor parking in loading zone. |
| 3. Paint school crosswalks annually. | 20. Study relocation of all loading on Pacific to on-campus loading area. |
| 4. Change school loading zone hours. | |

SCHOOL ACTIONS

- | |
|---|
| 13. Volunteer/staff loading assistance. |
| 14. Student Car-Pool/Walking program |
| 15. New on-campus loading zone. |
| 17. Distribute traffic safety handouts. |
| 18. Consider best use of parking lots. |



City of Manhattan Beach
Department of Community Development

PACIFIC ELEMENTARY SCHOOL TRAFFIC SAFETY RECOMMENDATIONS

9/12/06

EXHIBIT

C

Agenda Item #:

07/0307.15



Staff Report City of Manhattan Beach

TO: Honorable Mayor Tell and Members of the City Council

THROUGH: Geoff Dolan, City Manager *GD*

FROM: Richard Thompson, Director of Community Development
Rob Osborne, Management Analyst *RO*
Erik Zandvliet, City Traffic Engineer *EZ*

DATE: March 7, 2007

SUBJECT: Uphold the Parking and Public Improvements Commission Recommendation to Approve Initial Recommendations for the Pacific Elementary School Traffic and Parking Study

RECOMMENDATION:

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

1. Replace missing and non-standard 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. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14th Street at the John Street loading zone.
10. Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only. **(No longer recommended pursuant to workshop discussion.)**
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs. **(No longer recommended at the request of Principal.)**

12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.
13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas. **(Principal expressed opposition to an on-campus loading area during workshop discussion.)**
16. Prepare Suggested Routes to School map for distribution to parents.
17. Encourage the school to distribute traffic safety handouts regularly throughout the school year.
18. Request that the School District consider how it might best utilize and encourage use of their internal parking lots.
19. Direct staff to review the feasibility of creating limited time parking spaces in the Pacific Avenue loading zone for visitors.
20. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area.
21. Add a floating crossing guard to assist with loading and unloading and appropriate \$10,000 from the Council Contingency Fund. **(Added pursuant to workshop discussion.)**

FISCAL IMPLICATION:

The recommended modifications could be accomplished through existing Public Works programs and budgets with the exception of Measure No. 21, which would require appropriation of additional funding for a new crossing guard. The estimated annual cost for a new crossing guard is \$10,000, which could be appropriated from the Council Contingency Fund.

BACKGROUND:

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

The NTMP Program has been followed in developing possible vehicular and pedestrian improvements for Pacific School. Staff met with school representatives in August to identify concerns and suggestions. Subsequently, a mailing was sent to area residents giving them an opportunity to provide input. The information obtained was incorporated into an analysis that was presented to the Parking and Public Improvements Commission on September 28, 2006, and to the City Council on November 8, 2006. A public workshop was held on January 30, 2007 with school parents and neighbors.

DISCUSSION

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

Agenda Item #: _____

- Congestion during drop-off and pick-up times
- Traffic and parking violations occurring near the school
- A shortage of public parking on Pacific Avenue
- Driver confusion at the John Street/14th Street loading area
- School area signs and markings are outdated and/or missing
- No current suggested routes to school plan for the school
- Insufficient visitor parking spaces in the school parking lots

To mitigate these issues, the Traffic Engineer recommended the following program of initial mitigation measures:

- Replace missing and non-standard traffic signs and street name signs.
- Concentrate traffic and parking enforcement around the school campus on a regular basis.
- Paint school crosswalks and markings on an annual basis.
- Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
- Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
- Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
- Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
- Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
- Add directional arrows for westbound 14th Street at the John Street loading zone.
- Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only.
- Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
- Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.
- Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
- Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
- Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.
- Prepare Suggested Routes to School map for distribution to parents.
- Encourage the school to distribute traffic safety handouts regularly throughout the school year.

PPIC Meeting

On September 28, 2006, the PPIC discussed the findings and heard testimony from two area residents. The speakers described concerns related to limited parking on Pacific Avenue and

student pick-ups and drop-offs. The Commission was supportive of the Traffic Engineer's recommended plan, but felt additional analysis is needed in the following areas:

- Improved utilization of the school's parking lots
- Creation of a limited time parking zone on Pacific Avenue to accommodate visitors
- Feasibility of removing loading zones on Pacific Avenue and directing all pick-up and drop-off traffic to an on-campus loading area

The Commission voted (3-0, Donahue and Paralusz absent) to recommend approval of a program of 20 mitigation measures on a trial basis for six months.

City Council Review

On November 8, 2006, the City Council reviewed the PPIC's recommendations and heard additional public testimony. Three residents spoke of their concerns related to school traffic. The Council concluded that additional public input was needed and therefore continued the item and directed staff to hold a public workshop with representatives from the City and School and notification to the school parents and surrounding neighborhood.

Public Workshop

On January 30, 2007, the City and School held a public workshop at Pacific School. The meeting was attended by 7 residents, 2 school staff, 2 City staff and Councilmembers Fahey and Montgomery. The main issues of concern were as follows:

- A. Recommendation #10 – prohibiting parking on the north side of 14th Street between John Street and Poinsettia Avenue. Residents on 14th Street believe prohibiting parking on 14th Street would not provide any safety benefits and would adversely impact the parking situation in the area. It was agreed upon that the parking restriction will not be recommended at this time.
- B. Add a floating crossing guard to assist at the loading zone - Several residents suggested adding a floating crossing guard to assist with student pick-ups and drop-offs along Pacific Avenue. The City and School representatives agreed in concept to this suggestion.
- C. Add a passenger loading zone on the west side of Pacific Avenue just south of 14th Street. A resident suggested that a drop-off zone be established in this area. He explained a loading zone for southbound traffic would be less impacting to residents because there are no adjacent residential frontages. It was agreed that staff would evaluate adding a loading zone at this location.

The City Traffic Engineer has made an evaluation of a loading zone on the west side of Pacific Avenue. This measure is not recommended for the following reasons:

- A loading zone would require the removal of up to 10 parking spaces in the morning and again in the afternoon.
- This parking area is heavily used by residents of the homes along 14th Street, Villa Escuela (13th Street) and Arbo Lado Court.

Agenda Item #: _____

- The adjacent homes have limited parking supply, and overnight parking is common along Pacific Avenue.
- A loading zone just south of 14th Street would routinely overflow across the intersection and school crosswalk on the north leg, causing gridlock and adversely impacting school area safety.
- Students would be required to cross a busy street to reach the school.
- Students may be inclined to cross Pacific Avenue midblock rather than walking farther to the crosswalks at the intersection in order to reach the loading zone.

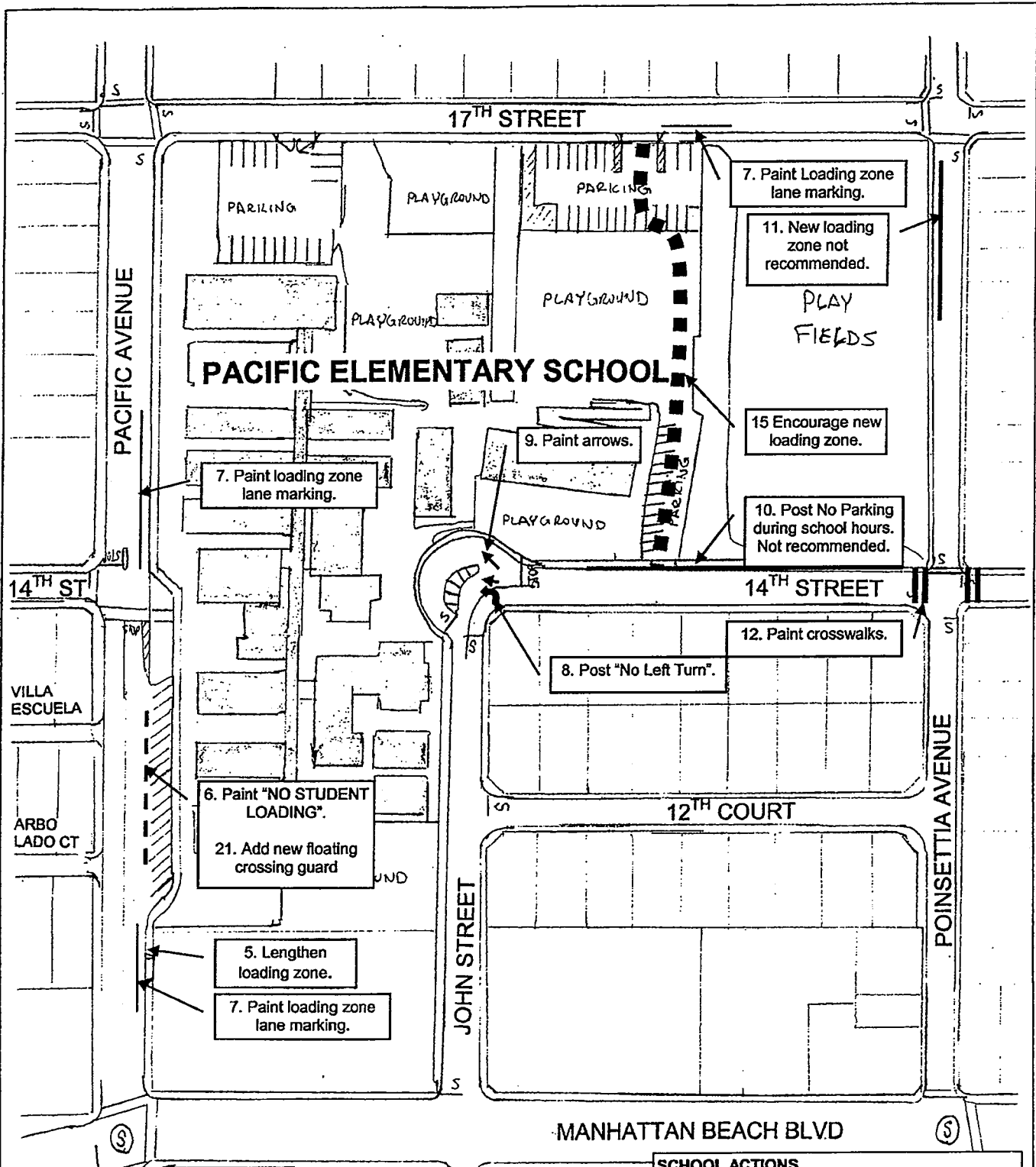
Once the Traffic and Parking Management Plan is approved, a follow-up evaluation would be conducted after implementation to determine if it has proven effective and/or needs to be modified. This evaluation will be presented to the PPIC at a future meeting, with notices sent to affected stakeholders.

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

ALTERNATIVES:

1. **APPROVE** the recommendations of the Parking and Public Improvements Commission as amended pursuant to the Public Workshop.
2. **PROVIDE** staff with direction.

Attachments: A. Sketch of recommended measures (Revised 2/20/07)
B. Excerpt from City Council minutes of 11/8/06
C. City Council Report dated 11/8/06, with attachments
D. Meeting notice



GENERAL RECOMMENDATIONS

- 1. Replace school signs.
- 2. Regular traffic/parking enforcement.
- 3. Paint school crosswalks annually.
- 4. Change school loading zone hours.
- 16. Prepare Suggested Routes Map.

SCHOOL ACTIONS

- 13. Volunteer/staff loading assistance.
- 14. Student Car-Pool/Walking program.
- 15. New on-campus loading zone.
- 17. Distribute traffic safety handouts.



City of Manhattan Beach
Department of Community Development

**PACIFIC ELEMENTARY SCHOOL
TRAFFIC SAFETY RECOMMENDATIONS**

9/12/06

For the record, Mayor Pro Tem Aldinger amended his dissenting vote to vote in favor of removing the stop sign.

Management Analyst Osborne confirmed that signs notifying residents that the intersection has changed will be posted.

City Manager Dolan advised that a resolution related to this matter is before the Council this evening for consideration.

MOTION: Mayor Pro Tem Aldinger moved to adopt Resolution No. 6072 as written. The motion was seconded by Councilmember Ward and passed by the following roll call vote:

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

RESOLUTION NO. 6072

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, AMENDING SECTIONS 20 (ONE WAY STREETS) AND 21 (THROUGH STREETS AND STOP INTERSECTIONS) OF RESOLUTION NO. 2715 (THE TRAFFIC RESOLUTION)

06/1108.15 Uphold the Parking and Public Improvements Commission Recommendation to Approve Initial Recommendations for the Pacific Elementary School Traffic and Parking Study

A member of the audience pulled this item from the Consent Calendar for Council discussion.

The following individuals spoke on this item:

- Barbara Sills, 1600 Block of Poinsettia Avenue
- Mary Hornickel, 1400 Block of Pacific Avenue
- Tom Kelly, 1400 Block of Pacific Avenue

The Council agreed that this item should be set for a public hearing as soon as possible and that a meeting about traffic difficulties in the vicinity of Pacific Elementary School, between interested parties, Council representatives and representatives from Pacific Elementary School and the School Board, should be held at Pacific Elementary School prior to the public hearing.

MOTION: Mayor Pro Tem Aldinger moved that the Parking and Public Improvements Commission's recommendation to approve initial recommendations for the Pacific Elementary School Traffic and Parking Study be set for a public hearing. The motion was seconded by Councilmember Montgomery and passed by the following unanimous roll call vote:

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

City Manager Dolan advised that this item will be presented for the Council's consideration subsequent to a meeting between representatives from the Council, Pacific Elementary School and the School Board and that neighborhood and Pacific Elementary School parents will be notified of the hearing.

Councilmembers Fahey and Montgomery volunteered to represent the Council at the meeting between interested parties, Pacific Elementary School and the School Board representatives.

06/1108.16 Uphold the Parking and Public Improvements Commission Recommendation to Deny a Request for a Street Light Addition at the 14th Place and Ocean Drive

A member of the audience pulled this item from the Consent Calendar for Council discussion.

The following individuals spoke on this item:

- Barbara Lee, 14th Place and Ocean Avenue
- Paul Lenz, 14th Place and Ocean Avenue
- Bob Holmes, 1300 Block of the Strand and Property Owner in the Subject Area
- Richard Berry, 1400 Block of the Strand

Associate Engineer Gil Gamboa advised that the majority of residents living near the subject location who spoke to this item at the Parking and Public Improvements Commission's meeting were concerned about the potential for glare resulting from the proposed light; that a shield over the light would not completely prevent against glare; and that a light at a ground height is not an option that would be provided by Southern California Edison.

City Manager Dolan confirmed that residents were notified of the Council's consideration of this item.

The Council noted the difficulty of overriding the Parking and Public Improvements Commission's recommendation. They extensively reviewed a map showing the addresses of those in favor and those opposed to the proposed light and discussed the safety concerns in the area due to darkness. The Council agreed that, should the proposed light be approved, glare should be minimized as much as possible while providing as much light as possible and that the light should be situated on the pole so as to minimize impact on surrounding residences as much as possible.

Barbara Lee returned to the podium to relate her willingness to agree with the proposed light due to her better understanding of safety issues in the area as a result of the discussion this evening. She asked that the light be shielded as much as possible to prevent against glare.

MOTION: Mayor Pro Tem Aldinger moved to approve the request for a new street light at the intersection of 14th Place and Ocean Drive. The motion was seconded by Councilmember Fahey and passed by the following unanimous roll call vote:

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



Agenda Item # 06/1108.15

Staff Report

City of Manhattan Beach

TO: Honorable Mayor Tell and Members of the City Council

THROUGH: Geoff Dolan, City Manager *GD*

FROM: Richard Thompson, Director of Community Development *RT*
Rob Osborne, Management Analyst *RO*

DATE: November 8, 2006

SUBJECT: Uphold the Parking and Public Improvements Commission Recommendation to Approve Initial Recommendations for the Pacific Elementary School Traffic and Parking Study

RECOMMENDATION:

It is recommended that the Council pass a motion to approve the Parking and Public Improvements Commission recommendation to implement the following traffic and parking management plan around the Pacific Elementary School campus for a six-month trial period:

1. Replace missing and non-standard 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. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14th Street at the John Street loading zone.
10. Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only.
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.

13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.
16. Prepare Suggested Routes to School map for distribution to parents.
17. Encourage the school to distribute traffic safety handouts regularly throughout the school year.
18. Request that the School District consider how it might best utilize and encourage use of their internal parking lots.
19. Direct staff to review the feasibility of creating limited time parking spaces in the Pacific Avenue loading zone for visitors.
20. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area.

FISCAL IMPLICATION:

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

BACKGROUND:

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

The NTMP Program has been followed in developing possible vehicular and pedestrian improvements for Pacific School. Staff met with school representatives in August to identify concerns and suggestions. Subsequently, a mailing was sent to area residents giving them an opportunity to provide input. The information obtained was incorporated into an analysis that was presented to the Parking and Public Improvements Commission at a public meeting on September 28, 2006.

DISCUSSION

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

- Congestion during drop-off and pick-up times
- Traffic and parking violations occurring near the school
- A shortage of public parking on Pacific Avenue
- Driver confusion at the John Street/14th Street loading area
- School area signs and markings are outdated and/or missing
- No current suggested routes to school plan for the school
- Insufficient visitor parking spaces in the school parking lots

To mitigate these issues he recommended the following program of mitigation measures:

- Replace missing and non-standard traffic signs and street name signs.
- Concentrate traffic and parking enforcement around the school campus on a regular basis.
- Paint school crosswalks and markings on an annual basis.
- Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
- Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
- Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
- Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
- Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
- Add directional arrows for westbound 14th Street at the John Street loading zone.
- Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only.
- Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
- Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.
- Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
- Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
- Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.
- Prepare Suggested Routes to School map for distribution to parents.
- Encourage the school to distribute traffic safety handouts regularly throughout the school year.

At the September 28 meeting the PPIC heard testimony from two area residents. The speakers described concerns related to limited parking on Pacific Avenue and student pick-ups and drop-offs. The Commission was supportive of the Traffic Engineer's recommended plan, but felt additional analysis is needed in the following areas:

- Improved utilization of the school's parking lots
- Creation of a limited time parking zone on Pacific Avenue to accommodate visitors
- Feasibility of removing loading zones on Pacific Avenue and directing all pick-up and drop-off traffic to an on-campus loading area

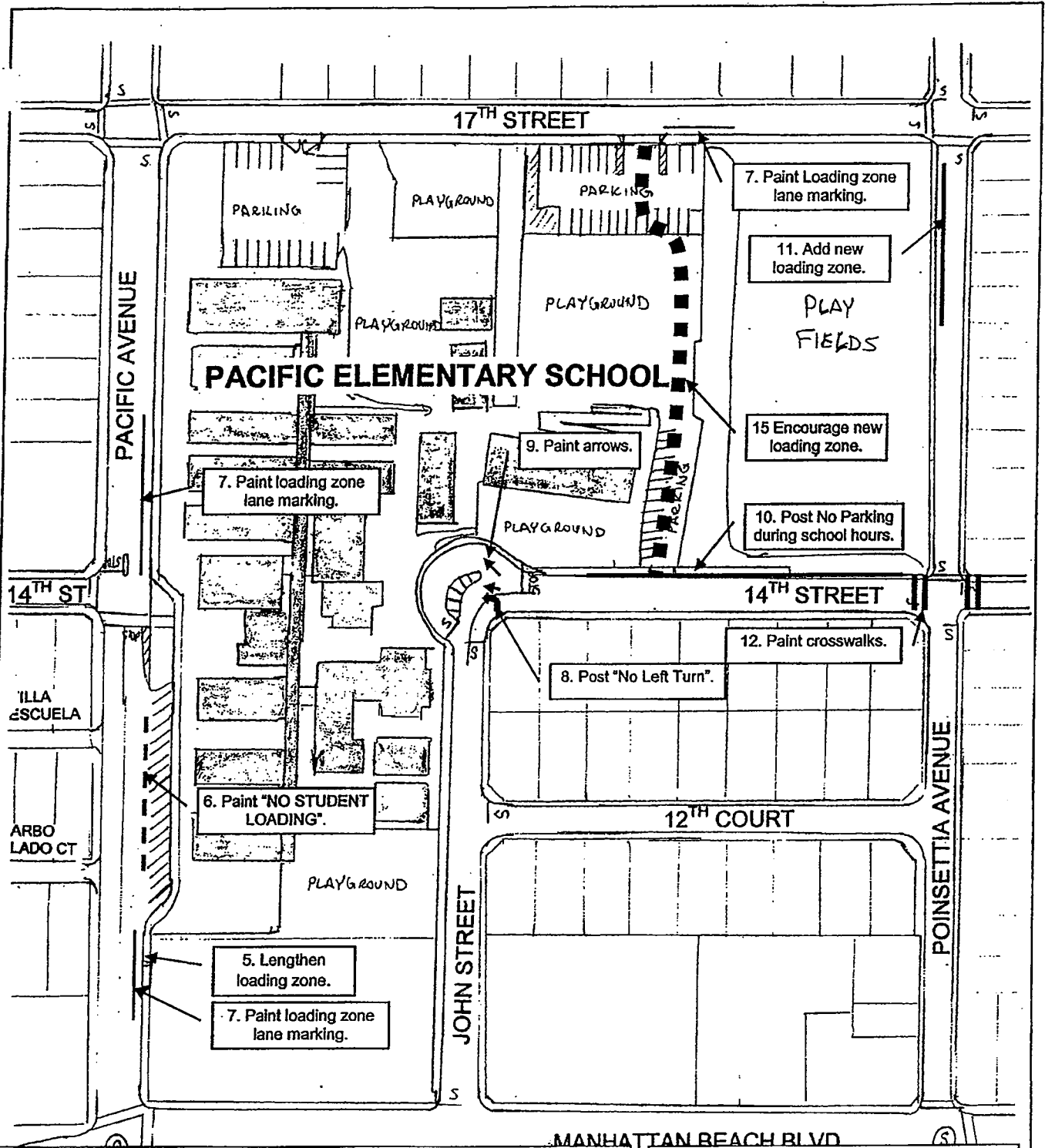
The Commission voted (3-0, Donahue and Paralusz absent) to recommend approval of a program of 20 mitigation measures on a trial basis for six months. If the plan is approved a follow-up evaluation would be conducted to determine if it has proven effective and/or needs to be modified.

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

ALTERNATIVES:

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

- Attachments:
- A. Sketch of recommended measures
 - B. Excerpt from PPIC minutes of 9/28/06
 - C. PPIC report dated 9/28/06, with attachments
 - D. Meeting notice, 10/24/06



GENERAL RECOMMENDATIONS

- 1. Replace school signs.
- 2. Regular traffic/parking enforcement.
- 3. Paint school crosswalks annually.
- 4. Change school loading zone hours.

- 16. Prepare Suggested Routes Map.
- 19. Study feasibility of limited time visitor parking in loading zone.
- 20. Study relocation of all loading on Pacific to on-campus loading area.

SCHOOL ACTIONS

- 13. Volunteer/staff loading assistance.
- 14. Student Car-Pool/Walking program
- 15. New on-campus loading zone.
- 17. Distribute traffic safety handouts.
- 18. Consider best use of parking lots.



City of Manhattan Beach
 Department of Community Development

**PACIFIC ELEMENTARY SCHOOL
 TRAFFIC SAFETY RECOMMENDATIONS**

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF REGULAR MEETING
SEPTEMBER 28, 2006**

1. Pacific Elementary School Area Study – Initial Recommendations

Traffic Engineer Zandvliet presented staff's report and recommendations to implement the following initial mitigation measures at the Pacific Elementary School area.

1. Replace missing and non-standard 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. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14th Street at the John Street loading zone.
10. Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only.
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.
13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.
16. Prepare Suggested Routes to School map for distribution to parents.
17. Encourage the school to distribute traffic safety handouts regularly throughout the school year.

The Commission held discussion with Traffic Engineer Zandvliet regarding the designation of visitor/short term parking, the effective use of the School's internal parking lots, and the possible installation of something "physical" to prevent left turns from the Pacific School loading zone.

DRAFT

Audience Participation

John Kelly, 1400 Block of Pacific Avenue, voiced his concern with the proposed enhancements/extensions to the loading zones. He stated that parking is limited and these zones plus the street sweeping will impact the availability of parking, adding that the School has parking lots available that are not being utilized.

Mary Hornickel, 1400 Block of Pacific Avenue, stated that parents need to be considerate of neighborhood residents when dropping off and picking up their children, and that carpooling, walking, etc. should be encouraged. She appreciates the efforts being made and looks forward to an improved condition.

Commissioner Seville-Jones asked for staff's input on the emails received regarding the cross walk at Manhattan Beach Boulevard/Pacific Avenue and the parking of RV's for extended periods.

Traffic Engineer Zandvliet relayed that staff did evaluate this crosswalk and believes the issue is driver impatience rather than visibility, which can be addressed through police enforcement.

Management Analyst Osborne explained that the City has an ordinance that prevents storage of vehicles and that violations need to be reported. He also stated that loading zones on John Street were extended several years ago and RVs tend to park toward the south end of John near Manhattan Beach Boulevard.

Discussion

Commissioner Osterhout stated that although he believes these initial recommendations represent a good attempt, he questions if they really addresses the traffic flow on Pacific Avenue.

Traffic Engineer Zandvliet responded that a better managed flow of the loading zones will improve the traffic flow.

Commissioner Seville-Jones thanked those who have participated in this issue, noting the importance and benefit of their contribution. She stated that staff's recommendation represents a good plan; however, she agrees with Commissioner Osterhout that additional steps may be necessary. She requested that the School evaluate the use of their internal parking lots to determine if they are being used effectively; that the Pacific Avenue loading zone only be extended two more parking lengths; that the creation of visitor parking spaces be considered; and that a Police enforcement operation be performed at the Manhattan Beach Boulevard/Pacific Avenue crosswalk.

Chairman Lang questioned if Pacific Avenue loading zones should be extended or even used at all, as these zones actually encourage and accentuate the traffic flow problem on Pacific Avenue. He voiced his support of the measure to create a new-on campus student loading area along the east side of the school buildings between 17th Street and 14th Street and consider the removal of the loading zones on Pacific Avenue.

DRAFT

Traffic Engineer Zandvliet stated that Commissioner Lang makes a good point as most students live north of the school, but noted that this measure is under the School District's purview.

Commissioner Seville-Jones voiced a safety concern that parents will still use Pacific Avenue to pick up and drop off their children even if there isn't a designated loading zone.

Chairman Lang also noted that a school bus picking up and dropping off children along 17th Street and Poinsettia Avenue contributes to the traffic.

Action

A motion was MADE and SECONDED (Seville-Jones/Osterhout) to approve staff's initial (17) mitigation measures for the Pacific Elementary School Area with the following additions:

18. Request that the School District consider how it might best utilize and encourage use of their internal parking lots.
19. Direct staff to review the feasibility of creating a limited time parking zone on Pacific Avenues.
20. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area.

AYES: Osterhout, Seville-Jones, Chairman Lang
NOES: None
ABSENT: Donahue, Paralusz
ABSTAIN: None

DRAFT

CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Parking and Public Improvements Commission
FROM: Richard Thompson, Director of Community Development *RT*
BY: Erik Zandvliet, Traffic Engineer *EZ*
DATE: September 28, 2006
SUBJECT: Pacific Elementary School Area Study
Initial Recommendations

RECOMMENDATION:

Staff recommends that the Commission recommend implementation of the following initial mitigation measures:

1. Replace missing and non-standard 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. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14th Street at the John Street loading zone.
10. Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only.
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.
13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.
16. Prepare Suggested Routes to School map for distribution to parents.

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

BACKGROUND:

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

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

DISCUSSION:

Pacific Elementary School is located on Pacific Avenue in the northwest quadrant of the city, just north of Manhattan Beach Boulevard. The school attendance boundary extends from Ardmore Avenue/Laurel Avenue on the west, Rosecrans Avenue to the north, Sepulveda Boulevard to the east, and Manhattan Beach Boulevard to the south. There are 601 students in Grades K through 5. School begins at 8:15am and 8:45am with two dismissals at approximately 2:05pm and 2:45pm. Kindergarten and minimum days have different schedules. There are 56 off-street parking spaces on campus and 18 diagonal spaces along Pacific Avenue.

Circulation around Pacific School is primarily via Pacific Avenue in front of the school, and John Street/14th Street at the back of the school. Kindergarten students also use small loading zones along 17th Street and 14th Street. Some 4th and 5th graders also enter and leave via a gate on Poinsettia Avenue across the ball field.

The local neighborhood streets surrounding Pacific Elementary School are built in a grid network and served by local collector streets such as Pacific Avenue and Poinsettia Avenue. Both of these streets are signalized at Manhattan Beach Boulevard. The streets surrounding the school are improved with curbs, gutters and sidewalks. Pacific Avenue north of 17th Street is narrower than the section in front of the school. Some traffic calming measures have been implemented in the area, including landscaped road narrowing at Pacific Avenue/14th Street. All of the local streets surrounding the school campuses are congested at arrival and dismissal times on school days, often blocking local residential traffic.

PUBLIC AND SCHOOL CONCERNS

City Staff met with Dr. Christine Norvell, Principal of Pacific Elementary School and other school staff on August 1, 2006, to discuss school related traffic concerns. Additional comments have been gathered through a request for comments sent to residents living on the surrounding streets. The returned comments are attached to this report and have been incorporated into the evaluation. Notices of this meeting were mailed to the surrounding neighborhood, as well as to those who had previously expressed interest. The identified concerns have fallen into the following categories:

1. Need for Suggested Routes to School to show preferred pedestrian routes,
2. Long vehicle queue lines at student loading areas create congestion,
3. Parking violations adjacent to school,
4. Stop and speeding violations,
5. Shortage of public parking on Pacific Avenue,
6. Preferred parking for residents,
7. Move student loading on campus,
8. Crosswalks needed at Poinsettia / 14th Street.

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

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

FINDINGS:

1. Many existing school area signs and markings are outdated and/or missing.
2. Student loading occurs on all four sides of Pacific School, which helps distribute traffic flow, but makes increases exposure between cars and pedestrians.
3. Incorrect parking along Pacific Avenue and John Street/14th Street causes unnecessary congestion and decreases pedestrian safety.
4. Additional loading supervision would improve the efficiency and safety of both pedestrians and motorists, as well as reduce the overall impact on residential streets.
5. Recurrent speeding during school times was not evident on any surrounding streets.
6. Additional ridesharing efforts by both staff and students would help alleviate some congestion issues.
7. Vehicles on Pacific Avenue generally increase speed in the wider street segment adjacent to the school.

8. School area congestion occurs for a limited time in the morning and afternoon of school days only. Therefore, permanent changes to traffic circulation should be implemented only after careful consideration of potential impacts during the summer and on weekends.
9. There is some confusion by unfamiliar drivers at the intersection of John Street and 14th Street caused by the student loading zone. Directional arrows and markings would help.
10. There is no current suggested routes to school plan for this school.
11. There appears to be sufficient parking for school staff in the school parking areas.
12. The number of designated visitor parking spaces in the school parking lot is insufficient and visitors often park in residential areas.
13. Double parking along the diagonal parking on Pacific Avenue often occurs during peak loading times.
14. There is short term parking demand for some school users, particularly for sign-in/sign-out and attendance for individual classes.
15. Parking and right-of-way violations are common and cause additional congestion.

INITIAL RECOMMENDATIONS

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

Initial City Recommendations

1. Replace missing traffic signs and street name signs.
This action will reinforce driver compliance of the rules-of-the-road, as well as raise awareness of pedestrians and discourage speeding in the school area.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
This action will help reduce congestion by penalizing illegal speeding and parking practices such as blocking driveways, red curbs and double parking.
3. Paint school crosswalks and markings on an annual basis.
This action will encourage compliance of pedestrian right-of-way rules and raise awareness of pedestrians in the school area.
4. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
This action will more closely match the actual student early dismissal times to prevent curb parking during loading activities.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
This action will make more efficient use of the southerly end of the school frontage along Pacific Avenue. There is an existing maintenance driveway that will be used for loading.

6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
This action will improve student safety by making it more obvious that the area behind the diagonal parking along Pacific Avenue is not a loading zone, and not intended for double parking. Currently, this area is currently incorrectly used as a drop-off zone, and students must walk between the diagonal spaces or along the backs of parked cars to reach the school grounds.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
This action will clearly designate areas for loading and parking, which will improve loading efficiency and reduce congestion. New markings and striping will help direct traffic through the loading zone.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
This action will reduce congestion and gridlock at the intersection of John Street and 14th Street by preventing merging of northbound and westbound drivers attempting to enter the loading zone vehicle queue. It will redirect the loading queue line in the westbound direction only on 14th Street instead of two competing lines. One travel lane will then be always available through the intersection for non-school traffic.
9. Add directional arrows for westbound 14th Street at the John Street loading zone.
This action will clearly indicate the loading zone and bypass lanes for westbound 14th Street at John street.
10. Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only.
This action will provide needed street width to allow vehicles to pass in opposite directions when there is a student loading queue line in the westbound direction.
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
This action will reduce congestion on other streets surrounding the school by designating Poinsettia Avenue as the 4th and 5th Grade student loading zone.
12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.
This action will provide a pedestrian connection south and east of the school and improve pedestrian safety at this intersection.
13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.

This action will reduce the vehicle queue length, make loading operations more orderly and increase student safety on-campus. Congestion on city streets will also be reduced. Additional volunteers can call students names when parents are approaching the loading zone, and assist students entering/exiting their vehicles to speed up the loading process. Drivers should not be allowed to wait in line if their student is not immediately present, and should be directed to recirculate to the end of the loading queue line.

14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.

This action will help reduce the number of vehicles near the school during drop-off/pick-up times. It will also reduce the time that drivers spent in the loading zone line.

15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.

This action will significantly improve circulation and student safety by providing an extended off-street loading zone, thereby reducing street congestion and vehicle-pedestrian interaction. Access could be provided via existing gates, with cones positioned to direct traffic. The existing loading zone(s) on Pacific Avenue and/or 14th Street could then be converted to additional curb parking for residents and school visitors.

16. Prepare Suggested Routes to School map for distribution to parents.

This action will help educate parents and students of the preferred routes when walking or biking to school. It can be used to encourage more walking to school, thereby reducing traffic congestion on streets surrounding the school.

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

This action will remind school staff, students, parents and other users to follow the recommended driving, walking and parking practices in order to reduce potential residential impacts.

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

RECOMMENDATION:

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

ATTACHMENTS:

- Neighborhood Vicinity Aerial Map
- Proposed School Area Improvements Sketch

Correspondence
Meeting Notice, 9/14/06



17TH ST

PACIFIC AVE

14TH ST

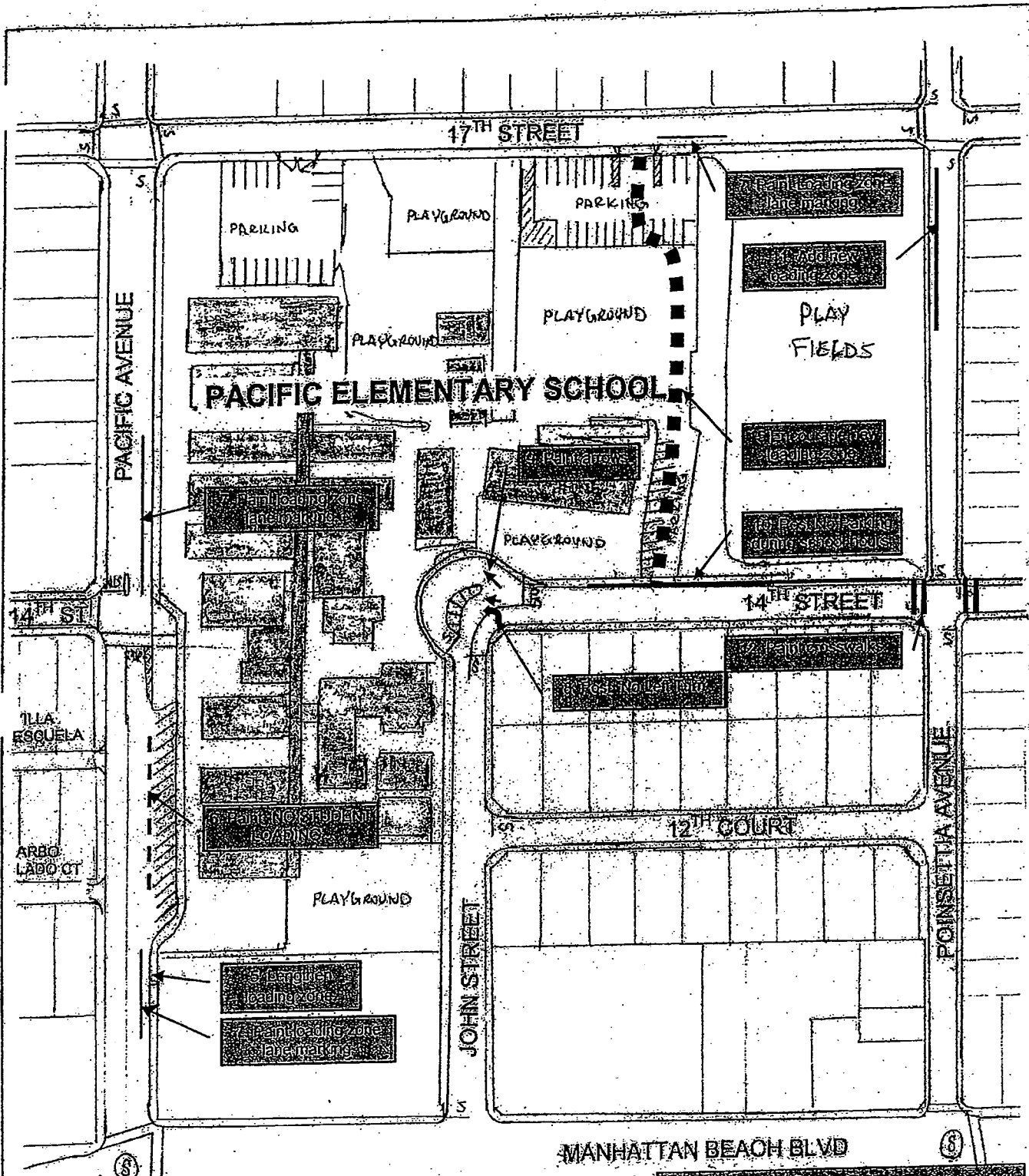
14TH ST

12TH CT

JOHN ST

POINSETT AVE

MANHATTAN BEACH BLVD



- | GENERAL RECOMMENDATIONS | SCHOOL ACTIONS |
|-------------------------------------|--|
| 1. Replace street signs | 1. Clean/strip/repaint sidewalks |
| 2. Regular maintenance of site | 2. Student Center/Food/Walkway program |
| 3. Paint school crosswalks annually | 3. Clean/repaint loading zone |
| 4. Charge school loading zone | 4. Distribute traffic signs/markings |
| 5. Repair suggested curb cut | |



City of Manhattan Beach
Department of Community Development

PACIFIC ELEMENTARY SCHOOL TRAFFIC SAFETY RECOMMENDATIONS

3/12/06

Rob Osborne

From: EXT-Affleck, Andre [andre.affleck@boeing.com]
Sent: Thursday, August 17, 2006 12:35 PM
To: Rob Osborne
Cc: affleck@pixilight.com
Subject: Pacific School traffic and parking study

Dear Rob,

I am responding to your letter issued to surrounding Manhattan Beach residence regarding your traffic and parking study of Pacific School. My family and I reside at 836 12th Court located on the east side of Pacific School. My daughter attends Pacific School and we regularly walk her to school due to the close proximity to the east entrance.

I am writing you because I have several concerns regarding the number of motor homes and RVs that are consistently parked adjacent to the school, specifically along John Street. I have two main concerns:

1) During the school season, these RVs are numerous and take up a large amount of badly needed street parking for parents who are taking their children to school. This street parking is also shared with customers and patients of the medical building on the corner of John St. and Manhattan Beach Blvd, compounding the problem. With the lack of street parking due to these RVs which are parked there for weeks on end, parents are forced to drive up and down the street looking and waiting for available street parking. This added congestion is not just an inconvenience, but a safety concern for those children crossing John Street to go to school. Restricting parking for Recreational Vehicles along all adjacent school streets would greatly improve this situation. I have attached some photograph that I took during past school seasons that illustrate my point.

2) Allowing motor homes and RVs to park adjacent to schools or any place where children frequent poses a risk to our children. I have personally witnessed people living in these motor homes on occasion, which normally go unnoticed. I feel very uncomfortable knowing that anyone could be staying in these vehicles, potentially observing the children during the school day. In this day and age of child abductions, it is irresponsible, in my opinion, to let these vehicles park adjacent to school grounds.

In conclusion, those who own these large expensive RVs who live in Manhattan Beach can surely afford to store their vehicles in the appropriate storage lots and not leave their unsightly vehicles in our streets. Posting signs for no overnight recreational vehicle parking would solve this problem.

I sincerely appreciate this opportunity to express our concerns to you in hopes it will help improve parking and the safety of our children.

Andre Affleck

836 12th Court
Manhattan Beach, CA 90266
(310) 802-1333

08/21/2006

Rob Osborne

From: Bob Petrusky [bobpetrusky@pacifclanai.com]
t: Friday, August 18, 2006 4:47 AM
To: Rob Osborne
Subject: Pacific School Traffic and Parking Study

Good Morning Rob,

I am a very interested party in what has played out with Dr. Norville's school. I own the apartment building to the west of the school. Pacific Lanai Apartments.

I attended the parking commission and city council meetings when they petitioned the city to add the angled parking. The city council approved 13 spaces per their request. To my disbelief, the city gave them 15 spaces, and added a white loading zone. The white loading zone was not in the presentation to the city council. The white loading zone took away two parking spaces which my tenants have used since 1965 when the apartment building was built.

I have seven, two bedroom apartments, and thereby have seven cars parked on the street overnight. My tenants deal with the street sweeping restrictions of Thursday for the east side of Pacific Ave., and Friday restrictions for the west side. Also, the crossing guard has one green zone space at the corner, which also takes away from the original 150 plus feet before the parking modification. The double gate for playground access (lawnmower) was moved south, encroaching on the space my tenants used for parking too. Currently, my tenants park on both sides of the Pacific Ave using seven spaces. That doesn't address any parking for guests or visitors, or for people doing business at my apartments.

It causes complaints from my tenants when parents double and triple park when they drop off their kids at the school. It is very dangerous to see kids cross the street between "parked" cars which are two and three wide from the curb.

Sincerely,

Bob Petrusky, Owner
Pacific Lanai Apts.
777 Manhattan Beach Blvd
310 545 2776

08/21/2006

Susan E. Fellows
Doctor of Criminology
844 14th St.
Manhattan Beach CA 90266
310-545-1153

August 17, 2006

Rob Osborne, Mgt. Analyst
Community Dev. Dept.
&
Parking & Public Improvements

This is in response to the opportunity to identify concerns and make suggestions about school-related traffic and parking around Pacific School. Thank you for the opportunity.

We have lived here for 3 years. Had I known how difficult the traffic would be, I probably wouldn't do it again. We lived around the corner on 12th Court for the 17 years prior to moving here in 2003 during the summer.

CONCERNS

1. **Speed.** Folks loading and unloading children at the top third of 14th Street are unconscious of their speed – especially in the morning. After pick-up, speeding is also a problem. We witnessed one of the school employees nearly get hit recently by someone speeding down the hill. He had to jump into our driveway to avoid it.

2. **Noise.** At both the AM drop-off and PM pick-up times (and sometimes noon depending on grade and schedule) the noise is horrendous. It comes from several different areas: Idling SUV engines in the street, radios, yelling at others on the street, and the most irritating – horn blowing. There are two types: intentional horn blowing at fellow drivers and the remote car-lock horn blowing that occurs when the parents and employees lock their cars after parking on both sides of 14th Street in front of our houses.

My husband and I usually work late – I teach at a university sometimes til 10 PM and so need rest in the morning. The traffic and horns and yelling are problems for us that diminish the quality of life in Manhattan Beach.

3. **Illegal left turns.** The law is routinely broken when people turn left out of the turn around at the top of 14th (also the end of John St.) There is a clearly marked

No-Left-Turn sign and it is not honored. I've counted as many as fifty people who have violated that sign and committed a moving violation in one day.

Once, when I was stopped at the stop sign on John and about to turn right onto 14th, an SUV came very close to hitting me while breaking the law to turn left. The SUV had to stop, back-up and try again to make the illegal left turn.

I spoke to the school personnel after that.

Parking. Three times in the first year we lived here, a mom blocked my driveway – twice when it was crucial that be able to get to work. We tried a series of means to keep it from happening: calling the parking patrol, leaving notes, waiting and complaining, putting out orange cones – which were stolen – and nothing worked. I imagine everyone on this block has been blocked in or out of their driveway at one time or another.

SUGGESTIONS

Parking: I suggest that no one but residents be allowed to park on 14th Street between the school's driveway (just west of center field off 14th) and the top of the street at John and the turn around by the school, during school hours. Or at least that no one but residents be allowed to park on the south side of the street – where our homes are.

This could possibly solve a couple problems: getting blocked from our own driveways and the double parking that clogs the street during the extremely busy drop-off and pick-up times. The waiting cars and SUVs would be inching up the parking lane instead of the middle of the street.

Traffic: A better idea might be to develop a drop-off and pick-up site ON THE SCHOOL GROUNDS, perhaps through the driveway off 14th and over by the playground – make it one way in or out of 14th and 17th since the asphalt goes all the way through.

I know it's radical but perhaps the parking could happen at the bottom of the hill and parents would have to ACTUALLY WALK their children up the hill and down again. That's what I did for years when we lived on Elm. And we would have no parking or traffic on this part of 14th at all. (I'm dreaming now)

Certainly, enforcement – issuing moving violations - of the already posted signs and speed limits might mitigate the issue.

I know we/you can't legislate common courtesy or sense, but thanks for asking about this. My address and phone are at the top of this letter.

Susan Fellows

Rob Osborne

From: Lee Anne Mitchel [mitchelfamily0@msn.com]

Sent: Wednesday, August 16, 2006 9:38 AM

To: Rob Osborne

Subject: Pacific School Traffic Study

Mr. Osborne - I received your notice of the study and had a comment. We live on Poinsettia across from the field. My concern has been that there are no crosswalks at 14th and Poinsettia. There are lots of kids riding and walking across those streets and it is not very safe. Cars do slow - sometimes- but it seems to me that there should be crosswalks to at least help the drivers be aware that there may be walkers.

Thanks, Lee Anne Mitchel

Rob Osborne

From: Melinda Chelliah [melinda@chelliah.us]
nt: Monday, August 07, 2006 10:30 AM
o: Rob Osborne
Subject: RE: Traffic study around Pacific School

Rob,

Thanks for the response. My three big concerns are:

1. double parking on Pacific especially during drop off and late bird pick up time
2. Parking in and in front of resident driveways
3. no full stopping at stop signs

Thanks for your attention to the matter. I would like to be made aware of public meetings and presentations on this issue so that I could attend.

Melinda

From: Rob Osborne [mailto:rosborne@citymb.info]
Sent: Monday, August 07, 2006 8:22 AM
To: Melinda Chelliah
Subject: RE: Traffic study around Pacific School

Melinda,

We met with school representatives last week to hear their concerns and suggestions. They are mainly concerned with congestion in the loading areas during pick-up and drop-off times. We will evaluate the issues they raised along with any others suggested by residents. School starts at the end of the month so we'll do some monitoring after the kids are back and present our findings at a public hearing toward the end of September.

We'd love to hear your thoughts.

Rob

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

From: Melinda Chelliah [mailto:melinda@chelliah.us]
Sent: Saturday, August 05, 2006 3:50 PM
To: Rob Osborne
Subject: Traffic study around Pacific School

Thank you for sending a letter to us letting us know of the traffic study re: areas around Pacific School. I would like to request information as to how and when the study of traffic and parking around Pacific School has been conducted. I would also like to provide personal input. You can reach me on my cell at 310 850 7523. Thank you.

Regards,
Melinda Chelliah

1501 Pacific Ave, MB

Rob Osborne

From: Marc Missioreck [marc.missioreck@verizon.net]
Sent: Friday, August 04, 2006 4:51 PM
To: Rob Osborne
Subject: Re: pedestrian concern at MBB and Pacific

Thanks Rob. Let me know what you learn. Marc

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

From: Rob Osborne
To: Marc Missioreck
Sent: Friday, August 04, 2006 3:18 PM
Subject: RE: pedestrian concern at MBB and Pacific

Marc,

We just kicked off a study of traffic and parking conditions around Pacific School. I'll include the Pacific/MBB intersection on the list of areas of to be monitored and evaluated.

Rob

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

From: Marc Missioreck [mailto:marc.missioreck@verizon.net]
Sent: Sunday, July 09, 2006 7:07 PM
To: Rob Osborne
Subject: Re: pedestrian concern at MBB and Pacific

Hi Rob,

Don't mean to pester you on this but it happened to my wife again this morning and to the 2 of us just now.

At 7:00 pm on a Sunday evening with no other cars in any of the other 3 sides of the intersection, a guy driving a large SUV was talking to his wife and didn't even look to see us in the cross walk.

It's as if people are so used to having to wait to make the turn that they jump at the opportunity to do so, even if pedestrians are crossing. Amazing!

I don't know that you can install a left turn arrow from Pacific onto MB Blvd., but I can't help but think that one day you're going to be investigating a tragedy here.

Again, not trying to be an alarmist, just reporting something dangerous that we keep experiencing personally in an effort to prevent an accident.

Regards,
Marc

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

From: Rob Osborne
To: Marc Missioreck
Sent: Tuesday, June 20, 2006 4:52 PM
Subject: FW: pedestrian concern at MBB and Pacific

Marc,

Here are our Traffic Engineer's thoughts on the intersection. We just don't see anything wrong from an engineer's standpoint. There's not much we can do about people not driving properly. I can ask the Police Department to keep an eye on it and issue citations to violators, but that's about all I can think of.

08/07/2006

Rob

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

From: Erik Zandvliet

Sent: Tuesday, June 20, 2006 3:51 PM

To: Rob Osborne

Subject: pedestrian concern at MBB and Pacific

Rob, after watching this intersection, I am not aware of any deficiencies. The view of pedestrians is very clear for traffic on Pacific, and the crosswalks are well marked in yellow. This may be one of those instances where impatient drivers are not courteous to pedestrians legally in the crosswalk and no amount of engineering will fix that. We could paint high visibility crosswalks (ladder style) but I doubt it would change driver habits, since the crosswalk and signal operation are already obvious.

Erik

08/07/2006

Rob Osborne

From: Shawn Bjorklund [sbjorklund_90266@yahoo.com]
Sent: Tuesday, August 15, 2006 10:55 AM
To: Rob Osborne
Subject: Traffic around Pacific School

We live across from Pacific School on Poinsettia, and my only comment is that people really speed on Poinsettia next to Pacific School. This is true even during school hours.

Parking seems to be a problem during the adult soccer games (weekends and evenings) only.

Take care,

Shawn Bjorklund, Esq.
(310) 600-5276

A Diary to My Daughter Isabella

Do you Yahoo!?
Get on board. You're invited to try the new Yahoo! Mail Beta.

August 15, 2006

Rob Osborne
Management Analyst
Community Development Program
City of Manhattan Beach
1400 Highland Ave.
Manhattan Beach, Ca 90266

RE: Comment on Traffic Situation at Pacific School

Dear Mr. Osborne,

Thank you for the opportunity to comment on the traffic situation at Pacific School. In brief, it is a first class mess. My wife and I have lived across from the school since 1977 and in the past few years have seen a steadily worsening traffic jam in the mornings and afternoons around 3 PM, complicated and exacerbated by the aggressive driving of many of the parents involved. I might also add that this situation has worsened in the face of a noticeable absence of police traffic presence.

Apart from the increased traffic at the school, the principal problem is the dropping off and picking up of students. I believe this is primarily a School Board problem. The school should have on campus drop-off and pickup space **on campus, not on public streets**. There is ample space on the campus, provided it is properly configured. Currently there are about 61 on campus designated parking spots. If you add the 17 front-in parking spaces on Pacific Ave., you have about 77 parking spaces dedicated to school use. During the school year, many of those 17 front-end spaces are designated for school staff. At an earlier hearing for the front-in parking, the school's principal indicated that there were over 150 people working on daily basis at the school, not to mention the Child Development Center. When you add visiting parents, you have a serious parking deficit.

Issue 1: Front-end parking between 14th and 17th Streets.

I believe that front-end parking between 14th and 17th may seem desirable but is actually a side issue. First, there is space on campus for considerably more parking at less expense to the City. Second, sidewalks would have to be replaced on terrain that is hilly, which would make a simple task into a complicated one. And finally, from a safety perspective, it would be a disaster, particularly in the afternoon. Can you imagine high-powered, aggressive parents backing into traffic, trying to manage a car full of kids past SUVs and vans that block their vision, most often with one hand on a phone and another on the wheel? And no visible policeman to slow the traffic? And what happens when they want to make a U-turn as many of them do? Good Luck.

Issue 2: Off Street parking and student drop-off and pickup

I would propose that the School Board should --must--provide full off street drop-off and pickup on campus as does American Martyrs School. This would require drive through areas, some of which are readily available at little cost and some that might require roadwork. The enclosed map shows the most logical solution: a passthrough from 17th St. through to 14th. There is presently a parking lot off 17th abutted by a very large play area that is seldom used. The parking lot fence could be removed and the entire area made accessible. That area should be a drop-off area in the morning, a parking area for over 70 cars during the day, and a pickup area in the afternoon. Costs would be minimal. On Pacific, a passthrough between the Freud and Ghandi class buildings (currently a grass strip) would enable parents to access the dropoff area proposed above.

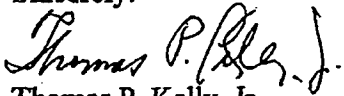
Another Playground on the south side of campus next to the current soccer field could also be used for dropoff and pickup. In this case, an access road would have to be built from Pacific Ave. along the edge of the field to the playground where drivers can be directed to drop students off or pick them up. They could then exit onto John or 14th St. Or the flow could come from 14th/John St. through to Pacific. Who should or can turn left across traffic I would leave to the Traffic Engineers, but all of this seems eminently doable from a cost standpoint. Traffic lines and flow can be painted on the current playground surfaces and the School should be charged to train parents in the proper safety procedures. Please keep in mind that the Child Development Center needs to be considered in all of these proceedings.

Issue 3: Drop-off and Pickup on the West side of Pacific between 14th and 17th.

This area should be limited to residential parking only, permit if necessary, to discourage those parents who cross their children through traffic in mid-block, often left to do it by themselves.

I hope all this is helpful. Please let me know if you have any questions or would like a guided tour of the problem. And thanks for your help.

Sincerely,



Thomas P. Kelly, Jr.

1411 Pacific Ave.

Manhattan Beach, CA. 90266

JANZE MCCOUGAL - OERM

- SPEEDING ON E-BOUND MBB

- RAP VES. FOR JOHN TO MBB
E/B



City Hall

1400 Highland Avenue

Manhattan Beach, CA 90266-4795

Telephone (310) 802-5000

FAX (310) 802-5001

September 14, 2006

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

Re: Pacific School Traffic Study

Dear Resident/Property Owner:

The Manhattan Beach City Council has directed City staff to conduct a study of traffic and parking conditions in the areas surrounding Pacific Elementary School. The City's Traffic Engineer has completed an analysis and will present findings and recommendations to the Parking and Public Improvements Commission at a public meeting on Thursday, September 28, 2006.

The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Interested parties are encouraged to attend the meeting and provide input.

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

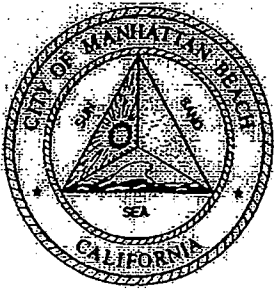
Sincerely,

Rob Osborne
Management Analyst
Community Development Department

Fire Department Address: 400 15th Street, Manhattan Beach, CA 90266 FAX (310) 802-5201

Police Department Address: 420 15th Street, Manhattan Beach, CA 90266 FAX (310) 802-5101

Public Works Department Address: 3621 Bell Avenue, Manhattan Beach, CA 90266 FAX (310) 802-5301



15

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

October 24, 2006

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

Re: Pacific School Traffic Study

Dear Owner/Resident:

On September 28, 2006, the Parking and Public Improvements Commission reviewed an analysis of traffic and parking conditions in the areas surrounding Pacific Elementary School. The Commission voted to recommend the following plan of mitigation measures:

1. Replace missing and non-standard 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. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14th Street at the John Street loading zone.
10. Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only.
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.
13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.

Fire Department Address: 400 15th Street, Manhattan Beach, CA 90266 FAX (310) 802-5201

Police Department Address: 420 15th Street, Manhattan Beach, CA 90266 FAX (310) 802-5101

Public Works Department Address: 3621 Bell Avenue, Manhattan Beach, CA 90266 FAX (310) 802-5301

16. Prepare Suggested Routes to School map for distribution to parents.
17. Encourage the school to distribute traffic safety handouts regularly throughout the school year.
18. Request that the School District consider how it might best utilize and encourage use of their internal parking lots.
19. Direct staff to review the feasibility of creating limited time parking spaces in the Pacific Avenue loading zone for visitors.
20. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area.

The City Council will review these recommendations at a public meeting on Wednesday, November 8, 2006. 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.

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

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

Sincerely,



Rob Osborne
Management Analyst
Community Development Department



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

February 21, 2007

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

Re: Pacific School Traffic and Parking Study

Dear Resident/Property Owner:

The Manhattan Beach City Council has directed City staff to conduct an evaluation of traffic and parking conditions in the areas surrounding Pacific Elementary School. The City's Traffic Engineer has conducted an analysis and recommended a plan of mitigation measures. The proposed plan was reviewed at a public workshop held at the school on January 30, 2007. The Traffic Engineer will now present a revised mitigation plan to the City Council at a public meeting on Wednesday, March 7, 2007.

The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Interested parties are encouraged to attend the meeting and provide input.

For additional information, please call (310) 802-5540 or E-mail rosborne@citymb.info

Sincerely,

Rob Osborne
Management Analyst
Community Development Department



EXHIBIT
D

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

July 9, 2008

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

Re: Pacific Elementary School Follow up Traffic and Parking Study

Dear Property Owner/Resident:

The Manhattan Beach City Council has directed City staff to conduct a follow up study of traffic and parking conditions in the area surrounding Pacific Elementary School. The City's Traffic Engineer has completed an analysis and will present findings and recommendations to the Parking and Public Improvements Commission at a public meeting on July 24, 2008.

The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Interested parties are encouraged to attend the meeting and provide comments.

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

Sincerely,

Ana Stevenson
Management Analyst
Community Development Department

EXHIBIT
C

CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF REGULAR MEETING
JULY 24, 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 24th day of July, 2008, at the hour of 6:35 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

B. ROLL CALL

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

C. APPROVAL OF MINUTES – JULY 10, 2008

A motion was MADE and SECONDED (Stabile/Gross) to approve the minutes of July 10, 2008, with the following corrections:

Page 4, Paragraph 10 “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 unloading of children at the loading zones of every elementary and middle school.”

Page 7, Paragraph 8 “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

3

and un-loading of children at the loading zones of every elementary and middle school.”

Page 9, Paragraph 5

“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.”

D. AUDIENCE PARTICIPATION

Paul Beswick, 1729 Pacific Avenue, expressed concern over the City's late notification of this item to property owners in the area.

Traffic Engineer Zandvliet advised that the notification area was expanded at the last minute and, therefore, some of the notices for this item were sent late.

Management Analyst Stevenson presented a map of the notification area. She explained staff's notifies 300 feet around a project, and the notification done went beyond those 300 feet. However, a late receipt of a telephone call that prompted some a second mailing of notices that were received the day before the meeting.

E. GENERAL BUSINESS

School Area Traffic Study – Pacific Elementary School Follow-Up Evaluation

Management Analyst Stevenson introduced this item.

During the staff report, Traffic Engineer Zandvliet reviewed the recommended Neighborhood Traffic Mitigation Measures, noting the primary goals to increase the use of loading zones and make pedestrian crossings safer. He explained the following: that, as recommended in Mitigation Measure No. 5, Pacific Elementary School supports lengthening the existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area and, as recommended in No. 6, painting “NO STUDENT LOADING” markings along the diagonal parking on the east side of Pacific Avenue); that, as recommended in No. 13, it would be difficult to create a new on-campus student loading area along the east side of the school buildings between 17th and 14th Streets due to the high use of the nearby playground area; and that, as recommended in No. 18, a staff study of the impact of removing the Pacific Avenue and other loading zones and directing all loading traffic to a new on-campus student loading area has not been implemented, but the Council directed staff to provide funding and the ability to do so. Mr. Zandvliet further explained that the Council recently added speed humps in school areas to the Neighborhood Mitigation Measures Toolbox, but they would not qualify on

the streets around Pacific Elementary School; that parking could be allowed to park during limited times in the loading zone on Pacific Avenue; and that more of a Police Department presence would be very beneficial in reducing the problems.

At the Commission's request, Lt. Harrod advised that officers must see a violation and verify it before a driver can be cited.

Prior to receiving input from the public, the Commission briefly discussed problems on John Street between 12th and 14th Streets as a result of School blocking driveways, as well as the idea of adding a no loading zone on Poinsettia Avenue.

Traffic Engineer Zandvliet clarified the staff recommendation to continue the Neighborhood Traffic Mitigation Measures previously implemented and add two Measures as follows: (1) Post limited time parking spaces in the Pacific Avenue loading zone for visitors; and (2) Implement a regular and rotating police presence at Pacific School to enforce traffic laws. He advised that, after further consideration, staff determined it would not be a good idea to install a no loading zone on Poinsettia Avenue.

Audience Participation

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

Debbie Mabry, Principal, Pacific Elementary School, related the School's appreciation of the City's assistance in creating a safe campus. She commended the Police Department's responsiveness, which makes a great difference in redirecting behavior, and asked for continued Police enforcement. Ms. Mabry outlined the School's plans to help improve the traffic situation around the School, including a parent volunteer valet at the front and back of the School to assist with loading/unloading of students. She related the School's agreement with the need to improve traffic/parking markings/signs.

Ellen Chao, 1731 Walnut Avenue, Pacific Elementary School Parent, commented on the need for year-round Police presence to help improve safety. She noted continued problems with drivers turning left onto John Street, parking in front of the fire hydrant, and the parking of recreation vehicles on John Street and along Poinsettia Avenue adjacent to center field. Ms. Chao recommended that parking near the School be limited during School hours and that this be part of the Council's Work Plan. She thanked the City for the additional crossing guard at Poinsettia Avenue and 17th Street.

Explaining that he is developing an office building at 818 Manhattan Beach Boulevard, **Phillip Cook, 128 – 2nd Street**, asked the Commission to clarify to the Council that his development will not contribute to the traffic problems in the area.

Robert Jones, 1701 Pacific Avenue, entertained the idea of making the streets near Pacific Elementary School one-way. He shared information about traffic safety difficulties on Pacific Avenue between Laurel and 17th Street, including speeding traffic and double parking.

Chairman Donahue closed the public hearing at 7:25 p.m.

Discussion

Commissioner Stabile related his pleasure with parents' enthusiasm and involvement in the traffic safety program at Pacific Elementary School and voiced his hope that the volunteer valet pilot program at Pacific Elementary will improve traffic safety and be a model for other schools in the City. It was his feeling that the Commission should not try to micro-manage the Police Department, but the Department could be asked to do the best they can.

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 from 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 could be encouraged to provide them. However, he questioned if they are effective enough do for the City to financially assist the School District in creating them.

Chairman Donahue stated his pleasure with having heard positive input about changes that have already been made to improve traffic safety near Pacific Elementary School. He said that the shortage of Police enforcement has been discussed at previous meetings and the Police Department will provide enforcement when they can; that he could support the additional staff recommendation to implement a regular and rotating Police presence at Pacific School to enforce traffic laws; and that the additional staff recommendation for enforcement could be amended to be more specific.

Commissioner Silverman noted the need to examine possible restrictions for recreation vehicle parking near the School to improve the safety of children. He mentioned the difficulty of providing Police Department enforcement on a regular basis and suggested that, in order to help with a specific recommendation to the Council, staff compile a proposal on how much Police presence is needed to improve safety near Pacific Elementary School.

Commissioner Adami commented that other communities provide police enforcement regularly; that the Commission could recommend a study to determine how much enforcement would be required at Pacific Elementary School in order to make a more specific recommendation to the Council; and that, his intent is not to tell the Police Department what to do, but for them to hear the recommendations and see what they can do.

Traffic Engineer Zandvliet explained that the City previously examined the idea of making 14th Street one-way, but the street is very narrow and residents objected; that doing so would have a cascading effect on other nearby streets and the adverse effects could outweigh the positive ones; and that one-way streets are usually a last resort. He advised that restrictions for recreation vehicle parking are being examined as part of the Council's Work Plan and he cautioned that care must be taken so that the problem is not moved to other streets in the neighborhood and the owners still have the ability to prepare their vehicles for vacations, etc. Traffic Engineer Zandvliet related staff's lack of awareness of a formal program for Police Department enforcement at Pacific Elementary School, but the Department is there when they can be. He verified that consideration could be given to encouraging all City schools to provide on-campus loading zones and indicated that, even though funding is an issue, the idea of providing on-campus loading zones at Pacific Elementary School has merits and should be pursued. Mr. Zandvliet commented on the importance of continually recommending the need for additional Police enforcement to increase the Council's awareness in this regard.

Returning to the podium, **Pacific Elementary School Principal Mabry** explained concerns over creating an on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street, as described in Mitigation Measure No. 13, in that the upper playground is used throughout the day and this would create safety and environmental issues.

Action

A MOTION was MADE (Donahue) to accept the staff recommendation to continue the initial traffic safety measures for the area surrounding Pacific Elementary School and add the following Measures:

- Post limited time parking spaces in the Pacific Avenue loading zones for visitors; and
- Implement a regular and rotating Police presence at Pacific School to enforce traffic laws.

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

ADD

- Lengthen the existing loading zone on Pacific Avenue north of the stop sign by a reasonable amount;
- Enhance the red no parking zone in front of the diagonal parking along Pacific Avenue with clear no parking markings; and

- Provide City support for a pilot program of adult supervised loading zones as the model for other schools.

The amended motion was SECONDED by Commissioner Stabile and passed by unanimous roll call vote.

Management Analyst Stevenson advised that the Council is scheduled to consider this item on September 16th. The entire area surrounding Pacific Elementary School will be notified of the Council's consideration of this item. Traffic Engineer Erik Zandvliet provided input on how to access the Council agenda item, which will be available three days prior to the Council meeting.

School Area Traffic Study – American Martyrs School Traffic Recommendations

This item was introduced by Management Analyst Stevenson.

Traffic Engineer Zandvliet provided the staff report, noting that this is the Commission's initial consideration of the traffic recommendations for American Martyrs School. He shared information about the following: the complaints pertaining to traffic for the entire area around the School; the inadequate traffic signs in the area; the idea of encouraging a carpooling lane; the expanded notification area/late noticing; and the procedures related to this matter.

The Commission noted the importance of encouraging loading and unloading and parking in American Martyrs School's parking structure and the ideas of a crosswalk on 15th Street and a loading/unloading zone on 18th Street near the intersection of Laurel Avenue.

Traffic Engineer Zandvliet offered input on how loading/unloading/parking in the School's parking structure (which has more than sufficient parking capacity) would improve safety at American Martyrs School. He discussed staff's lack of knowledge as to a volunteer traffic safety program at the School; problems with teachers and parents parking on 18th Street; and difficulties associated with parents, especially those with Preschool children, parking on the street rather than in the parking structure. Mr. Zandvliet noted photographs submitted by a resident showing parking violations, blocked driveways, etc. caused by parents of American Martyrs School students.

Chairman Donahue opened the public hearing at 8:10 p.m.

Sandra Elsky, 1824 Laurel Avenue, presented photographs of parking violations in the vicinity of American Martyrs School, including on 19th Street. She recommended that a four-way stop be installed at 19th Street and Laurel Avenue due to traffic speeds caused by the hill; noted safety concerns near the Church because there is no stop sign; and pointed out that, since American Martyrs is a private school, they could require parents to comply with traffic rules. Ms. Elsky suggested that, to encourage the use of the School's parking structure, the gates on Laurel Avenue be closed (as is the case during activities at the School on weekends) and the gates on 15th Street be opened.

Jonnalee Falasco, 1812 Laurel Avenue, shared information on the increased traffic difficulties in the area, particularly since the size of American Martyrs School doubled; the problems with parents blocking driveways and parking on the street on trash day; and the need for a more active approach from the School and additional Police Department presence.

Carl Salanitro, 1816 Laurel Avenue, agreed that traffic problems in the area have increased since the size of the School doubled. He discussed the difficulties caused by parking restrictions on street sweeping days; the parking problems associated with residents being required to place trash cans in the street for pick up; the importance of encouraging parents to use the parking structure; and the lack of a loading zone near the Preschool.

Paul Beswick, 1729 Pacific Avenue, highlighted the tremendous amount of parent/teacher involvement at American Martyrs School which, he said, should be used to assist with traffic problems. He felt that the School should be encouraged to implement a loading/unloading system, particularly for Preschool children, and that the problems have increased since the size of the School doubled. Mr. Beswick asked if the School requires staff to park in the structure and if they have an obligation to provide on-site parking for staff.

Traffic Engineer Zandvliet indicated that parking/traffic requirements in the Conditional Use Permit for American Martyrs School could be examined and that, unless otherwise posted, the public is allowed to park on the street.

Debra Zelman, 1820 Laurel Avenue, called attention to the problems of double parking and blocking driveways near American Martyrs School. She provided input regarding carpooling requirements for another private school in the South Bay and voiced her opinion that parents should be required to park in the structure; that the gates near the preschool should be closed; and that a four-way stop sign should be installed at 19th Street and Laurel Avenue.

*

At 8:35 p.m., there was a recess until 8:40 p.m., when the meeting reconvened with all Commissioners present.

*

Angela Polan, Vice Principal, American Martyrs School, thanked the City for assistance in helping to alleviate traffic safety problems near American Martyrs School and related the School's apologies these problems, as well as the disrespectful behavior exhibited by some parents, as noted by speakers this evening. She highlighted the importance of Police enforcement; stressed the School's desire to remedy the situation and encourage parents to do the right thing; and explained the School's continued efforts to address loading/unloading and parking issues, including providing consequences to faculty members who do not park in the parking structure and placing School staff along Laurel Avenue and 15th Street to assist in traffic management. Ms. Polan contended that a big part of the problem appears to be associated with the Preschool, the main access for which is on Laurel Avenue and 18th Street; that a meeting with the City's Traffic Engineer and parents could be held in that a more rigid understanding of the severity of this problem is needed; that the idea of closing all of the gates except those near the parking structure is worth exploring; and that American Martyrs already has a "carpooling" (loading) lane, but they do not have formal traffic/parking policies.

In answer to an inquiry from **Mr. Beswick**, Chairman Donahue explained that resident-only parking for limited time periods has been studied in various neighborhoods and the City has decided against it, but it could be implemented if approved by the Council.

Chairman Donahue closed the public hearing at 9:00 p.m.

Discussion

Commissioner Stabile entertained the idea of establishing a liaison from the Commission to work with American Martyrs School to discuss ideas to improve traffic safety. He pointed out that the School has a contractual relationship with parents, which could be used to address the problems; and that the idea of not requiring residents to place trash cans in the street could be explored.

Traffic Engineer Zandvliet advised that resident-only parking for limited time periods could be explored, but it should be a last option, and that the Council has been reluctant to impose such requirements in the past.

The initial Neighborhood Traffic Mitigation Measures were reviewed by Traffic Engineer Zandvliet. He clarified that, as included in Mitigation Measure 4, the updating of the existing loading zone signs and markings on the west side of Laurel Avenue would make no parking enforceable, but it would not be a formal loading zone; that the painting of 40 feet of red curb in advance of the School crosswalk on 18th Street at Agnes Road in both directions would be independent of whether or not the gate is closed; and that it would be very difficult to change trash pick-up schedule. He noted speakers' desires for Police enforcement on a regular basis; traffic difficulties in the

Tree Section; and the importance of addressing the source of the problem in order not to deal with the symptoms.

With regard to traffic problems associated with the Preschool, Traffic Engineer Zandvliet indicated that a Preschool-only parking area within the loading zone on the campus could be required; that a parking time limit on the south side of 18th Street could be implemented; and that the gate near the corner could be closed so that Preschool parents would be more likely to enter through the parking structure. He cautioned that, should all of loading/unloading take place in the parking structure or near the athletic field, other traffic difficulties on 15th Street and Laurel Avenue could be created. Mr. Zandvliet agreed that the gates on Laurel Avenue closed to help prevent the parents dropping off in the neighborhood to the north; however, it would be necessary to install hardware that could be opened during emergency evacuations.

Management Analyst Stevenson explained that trash cans must be placed in the street for trash collection; that Police enforcement is needed; and that it is important to notify property owners that traffic safety problems such as those around American Martyrs School are unacceptable.

Chairman Donahue expressed his support for the recommended Neighborhood Traffic Mitigation Measures, as well as additional Measures agreed to by the Commission.

Commissioner Silverman commented on the importance of addressing the issues, including the discourtesy of parents. He contended that the onus is on the School to improve the situation and that a timeline for completing the objectives should be developed and, if not met, requirements should then be imposed on the School.

Commissioner Stabile agreed with Commissioner Silverman's idea of a timeline and imposing requirements if it is not met. He pointed out that most of the problems would be eliminated if the parking structure was utilized as it should be and that the problems could be greatly reduced if the School would require parents to load/unload in the parking structure or on the School campus.

It was Commissioner Adami's feeling that the parking structure is the solution and that the School's enforcement is needed, as is the cooperation of parents.

Commissioner Gross supported the establishment of a timeline as a measurement tool for the future, not as a requirement of an approval. To help eliminate a majority of the problems with unruly parents, he suggested effective adult supervision at the loading/unloading zones and regular Police enforcement.

Lt. Harrod communicated the Police Department's willingness to spot check the traffic situation at American Martyrs School as much as possible. He offered input about volunteer programs within the Department that could be used to assist in reducing

traffic safety problems at the School and help educate parents. Lt. Harrod affirmed that, given time, improvements can be made and that progress reports will be provided to the Commission.

In addition to the initial Neighborhood Traffic Mitigation Measures recommended by staff, the Commission agreed to the following: that the City should work with American Martyrs School, including the Preschool, to achieve compliance with the loading/unloading zone and parking objectives at the School; that the curbs at the corners and intersections between 15th Street, 19th Street, Pacific Avenue and Flournoy Avenue should be painted red; that information pertaining to the warrants for the installation of four-way stop signs at 19th Street and Laurel Avenue should be investigated and provided to the Commission; that information about the warrants for the installation of four-way stop signs at 17th Street and Laurel Avenue should be investigated and provided to the Commission; and that American Martyrs School should be encouraged to prohibit access to the School from any gates on Laurel Avenue and Flournoy Avenue, except for the Preschool. The Commission also agreed that a mid-year progress report on the initial Neighborhood Traffic Mitigation Measures should be provided by the Commission, but this should not be part of an approval.

A MOTION was MADE (Gross/Adami) to recommend the approval of the Neighborhood Traffic Mitigation Measures recommended by staff, adding Measures as follows:

- That the City shall work with American Martyrs School, including the Preschool, to achieve compliance with the loading zone and parking objectives at the School;
- That the curbs at the corners and intersections between 15th Street, 19th Street, Pacific Avenue and Flournoy Avenue should be painted red;
- That information pertaining to the warrants for the installation of four-way stop signs at 19th Street and Laurel Avenue should be investigated and provided to the Commission;
- That information pertaining to the warrants for the installation of four-way stop signs at 17th Street and Laurel Avenue should be investigated and provided to the Commission; and
- That, except for the Preschool, American Martyrs should be encouraged to prohibit access to the School from any gates on Laurel Avenue at Flournoy Avenue.

The motion was passed by unanimous roll call vote.

Management Analyst Stevenson advised that this item will be considered by the City Council on September 16, 2008.

Traffic Engineer Zandvliet noted that the date on which the Council will consider this item will depend on how long it takes staff to examine the warrants for installing stop signs. He provided information about noticing procedures, including that those speaking this evening will be notified.

F. COMMISSION ITEMS

Parking Meter Revenue and Traffic Violation Revenue Report

Management Analyst Stevenson advised that the subject Report is provided at the Commission's request, and that it must be made available to the public as well.

The Commission agreed that the number of expired meters and the idea of increasing fines to help deter this problem should be discussed with the Downtown Manhattan Beach Business Association at their meeting in September and asked staff to examine the fines for this violation in other cities and report back. They discussed the number of fines for wheels not curbed and entertained the idea of raising the fine to help reduce this problem.

Commissioner Silverman highlighted the need to provide greater opportunities to purchase parking keys. He voiced his support of auxiliary Police Department members assisting in traffic/parking enforcement near City schools.

Management Analyst Stevenson verified that these matters will be discussed with the Downtown Manhattan Beach Business Association on July 29th.

G. STAFF ITEMS

1. Traffic Engineer Zandvliet suggested that the idea of auxiliary Police Department members assisting in traffic/parking enforcement near City schools be discussed at an upcoming joint meeting of the City Council and Parking and Public Improvements Commission.

2. Management Analyst Stevenson reminded the Commissioners of the special meeting on August 19th, as well as the regular meeting on August 28th.

3. Management Analyst Stevenson advised that the Commission's previous recommendation to approve the installation of painted center medians along Manhattan Beach Boulevard between The Strand and Morningside Drive and on Manhattan Avenue between 8th and 15th Streets is being taken by the Police Department to the Downtown Business and Professional Association for input prior to being presented for the Council's consideration.

4. Management Analyst Stevenson introduced Esteban Danna, who will be assisting with Commission matters.

H. ADJOURNMENT

The meeting was adjourned at 9:55 p.m.

EXHIBIT
E**Ana Stevenson**

From: Bob Petrusky [bobpetrusky@pacificalanai.com]
Sent: Monday, September 08, 2008 8:00 PM
To: Ana Stevenson
Subject: Public Notice Dated August 28

Ana Stevenson
Management Analyst

Sept 8, 2008

Thank you for your recent letter regarding the Pacific Elementary School Follow Up Traffic and Parking Study.

My name is Bob Petrusky, Owner of Pacific Lanai Apartments, located just west of the school at 777 Manhattan Beach Blvd.. Over the past few years, I have attended planning meetings regarding the same subject; parking at Pacific Elementary. I have been an absentee landlord for the last eight years, but lived in Manhattan Beach since 1950.

Street parking on Pacific Avenue is critical for many of my tenants, as city has allowed parking on the street since 1965 when the apartment building was first built. I have seven, two bedroom units, so just for tenancy, there is a need for seven parking spaces on the street. I hope the City Council will consider these facts when they discuss this matter.

Be it known that the last approved measure adopted by City Council that I'm aware of, was the approved 13 angled parking spaces on Pacific Avenue, HOWEVER, a total of 15 were put in. Pacific School moved the double gate for the landscape crew to get the lawnmowers in, towards Manhattan Beach Blvd. That encroached on the street parking for the apartments. That action wasn't in the City Council's approved meeting. I hope future actions are better controlled.

Regards,

Bob Petrusky
805 489 1073