



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



# Staff Report

## City of Manhattan Beach

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

**THROUGH:** Geoff Dolan, City Manager

**FROM:** Richard Thompson, Director of Community Development  
 Esteban Danna, Assistant Planner  
 Erik Zandvliet, City Traffic Engineer

**DATE:** February 3, 2009

**SUBJECT:** Reconsideration of City Council's Decision to Remove Existing Stop Signs on Peck Avenue at Curtis Avenue and to Maintain the Existing Crosswalk with Additional Traffic Control Signs.

### RECOMMENDATION:

It is recommended that the City Council maintain the existing measures at the intersection of Peck Avenue and Curtis Avenue, with the exception that the stop signs be removed on Peck Avenue in the northbound and southbound directions at Curtis Avenue, and that additional traffic control signs be installed on Peck Avenue for the school crosswalk.

### FISCAL IMPLICATION:

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

### BACKGROUND:

On January 6, 2009, the City Council approved the recommendation by the PPIC on December 4, 2008 to maintain the existing measures at the intersection of Peck Avenue and Curtis Avenue, with the exception that the stop signs be removed on Peck Avenue in the northbound and southbound directions at Curtis Avenue, and that additional traffic control signs be installed on Peck Avenue for the school crosswalk.

Subsequent to City Council approval, Montessori School of Manhattan Beach administrators and parents contacted Staff and City Council members to request reconsideration of the item. Notice of the December 4, 2008 PPIC public hearing was mailed to surrounding properties and advertised in local print prior to the meeting. The Montessori School of Manhattan Beach was included in the noticing area.

On January 27, 2009 the City Council requested Staff to schedule this item for reconsideration for February 3, 2009. Approximately two hundred notices for tonight's meeting were mailed to the surrounding residents.

**DISCUSSION:**

Montessori School of Manhattan Beach administrators and parents have expressed concerns about the decision to remove the stop signs at the intersection. In the attached PPIC staff report, the City Traffic Engineer summarized his review of the current conditions, and confirmed that stop signs are not warranted on Peck Avenue at Curtis Avenue. The stop signs were installed as a temporary measure while the adjacent church was remodeled, which restricted use of the parking lots by school staff and parents for loading and unloading. The construction work is now complete, and parents are strongly encouraged to use the parking lots for arrival and dismissal, instead of the busy street.

There is a long list of DISADVANTAGES when stop signs are installed in addition to certain advantages. Stop signs are meant to assign rights-of-way for drivers, and are not speed control devices or safety devices, especially when used at inappropriate locations. The Commissioners and the City Traffic Engineer seriously weighed the advantages and disadvantages, and determined that the removal of the stop signs is better for the OVERALL safety of all citizens, both pedestrians and the driving public. Low side street volumes, absence of a collision history and evidence of non-compliance with the new stop signs do not support stop signs at this location. It should be cautioned that putting a stop sign in an unwarranted location has been found in certain lawsuits to be a partial cause of collisions, not the solution to them.


The Traffic Engineer determined that the stop signs provide very limited benefit except during a limited period during school days, at the same time the crossing guard is present. The stop sign introduces a new potential for traffic collisions where there was never a history of accidents, particularly rear end collisions. The potential for collisions increases when drivers do not perceive a reason to stop, especially during non-school hours. Both vehicle and pedestrian collisions occur when incorrect assumptions are made about the other users of the intersection. It is generally safer to wait for a break in traffic before crossing at an unstopped intersection than to cross in front of a driver who may just be slowing through a stop sign and not see a pedestrian. The crossing guard provides effective traffic control during school times.


While the temporary stop signs will be removed, several new measures will be in place to enhance overall safety of ALL users at this intersection. Additional red curb will be painted north and south of the intersection to remove any sight restrictions caused by parked cars. New high-visibility crosswalk markings will be installed, and high-visibility pedestrian crossing signs will be posted. These measures add up to a better condition than before the stop signs were installed in 2007 because there is now a very visible crosswalk where there was none before, and it will remain in place along with an adult crossing guard during school times.

- Attachments:
- A. City Council Report dated 1/6/2009 with Attachments
  - B. Petition received 1/22/2009
  - C. Notice
  - D. Correspondence

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

**TO:** Parking and Public Improvements Commission

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

**BY:** Erik Zandvliet, Traffic Engineer 

**DATE:** December 4, 2008

**SUBJECT:** Evaluate Trial Installation of Stop Signs, Loading Zone and Crosswalk:  
**Peck Avenue at Curtis Avenue**

**RECOMMENDATION:**

That the Commission pass a motion to approve staff's recommendation to maintain the existing measures at the intersection of Peck Avenue and Curtis Avenue in place at this time, with the exception that the stop signs be removed on Peck Avenue in the northbound and southbound directions at Curtis Avenue.

**BACKGROUND:**

In January 2007, the City received a petition from the Montessori School of Manhattan Beach for stop signs in all directions at the intersection of Peck Avenue and Curtis Avenue. The school stated that there was heavy traffic and speeding on Peck Avenue at school arrival and dismissal times while students are trying to cross the street. At that time, the adjacent Community Church of Manhattan Beach, who rents a portion of their property to the Montessori School, was beginning an expansion project that affected both school parking and access during construction. The school was concurrently pursuing its own expansion to add classrooms and a gated playground area to replace the school parking lot.

On April 25, 2007, the Parking and Public Improvements Commission reviewed the Traffic Engineer's report and heard testimony from three (3) school representatives and three (3) residents. All of the speakers agreed that pedestrian crossing safety is a concern at this location and supported a painted crosswalk, however most of the residents were opposed to stop signs. There were no objections made regarding the additional 24-Minute parking zone. The Commission agreed with the Traffic Engineer's findings and voted unanimously with the staff recommendation, with a modification of the 24-Minute afternoon parking restriction to "2 to 3:30pm".

On May 15, 2007, the City Council reviewed the PPIC's recommendation and heard testimony from six (6) speakers. After discussion, the City Council voted 4-1 to approve the following measures for a 6-month trial period:

1. Install a school crosswalk with high visibility markings and signs on the south leg of Peck Avenue at Curtis Avenue

**EXHIBIT**  
**A**

2. Post "24-Minute Parking 8:30-9:30am, 2:30-3:30pm, School Days Only" parking restrictions on the west side of Peck Avenue adjacent to the Manhattan Beach Community Church property,
3. Install stop signs on Peck Avenue at the intersection of Curtis Avenue, and
4. Assign a crossing guard to the crosswalk at Peck Avenue and Curtis Avenue to be provided by the Montessori School and trained by the Police Department.

On June 5, 2007, the City Council passed Resolution No. 6102, establishing stop signs in all directions at Peck Avenue and Curtis Avenue. All of the signs and markings have been in place for at least one year. This report is a follow-up review of the approved measures to determine if any changes should be made.

### **DISCUSSION:**

Peck Avenue is a two-lane major local street that carries approximately 4,200 vehicles per day and is stopped one block north at Gates Street and three blocks south at Nelson Street. Peck Avenue has a slight vertical curve that crests at Gates Street. Peck Avenue is 42 feet wide and is divided by a double yellow centerline that provides 12 feet wide travel lanes and 9 feet wide curb parking lanes. The speed limit on Peck Avenue is 25 MPH. Manhattan Beach Unified School District Offices, Mira Costa High School and the Montessori private school are located along Peck Avenue south of the intersection. Pennekamp Elementary School is located north of the subject area north of Gates Street. Parking is allowed on the both sides of Peck Avenue with 24-minute parking restrictions on the west side adjacent to the Montessori School for student loading purposes.

Curtis Avenue is a local street that "tees" into Peck Avenue at a stop sign. Curtis Avenue is 30 feet wide and carries approximately 500 vehicles per day. Parking is allowed on both sides of Curtis Avenue. The speed limit on Curtis Avenue is 25 MPH.

The intersection of Peck Avenue and Curtis Avenue is located in a residential area with Manhattan Beach Community Church located on the west side. Currently, this intersection is controlled by stop signs in all directions. A yellow marked crosswalk is painted on the south leg.

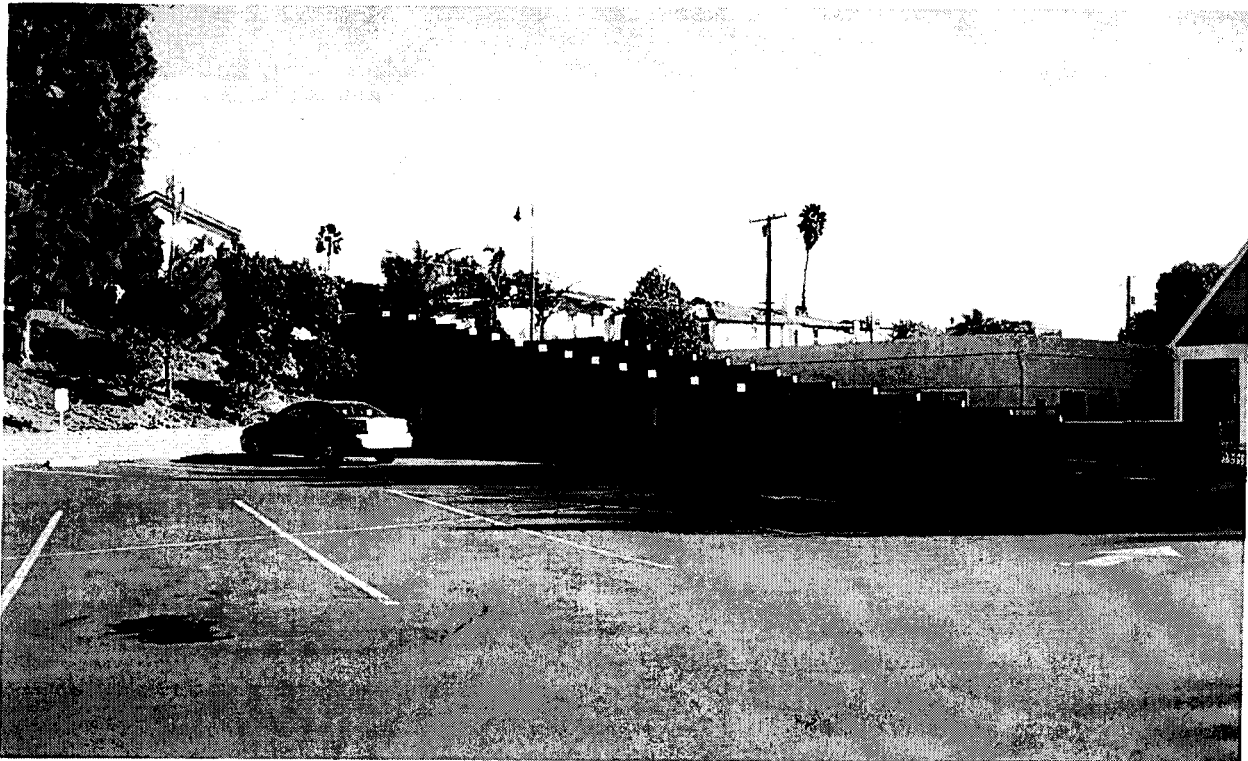
There are existing painted school crosswalks on Peck Avenue at 1<sup>st</sup> Street, Gates Avenue, Curtis Avenue, Voorhees Avenue and Nelson Avenue. The area has high pedestrian activity during school arrival and dismissal times due to the proximity of the three schools. The Montessori school requires parents to sign in/out their children, which increases the need for short-term parking near the school entrance. The School, which has a staff of 30, currently uses the adjacent church parking lot just to the north for its parking needs. The front church lot is generally reserved for drop-of and pick-up on weekdays, while school staff are directed to park in the rear church lot.

During Church expansion construction in 2007, the rear parking lot was not available to school staff, which resulted in overflow parking on the street or in the School District parking lot to the west pursuant to a non-exclusive agreement.

## **Follow-Up Evaluation**

The traffic collision history between July 1, 2001 and March 31, 2008 was analyzed for the intersection. According to City records, there have been no collisions reported near the intersection either before or after the installation of these trial measures.

The Montessori School has two main campus access points, one via the front door on Peck Avenue, and a student gate on the north side of the campus adjacent to the north Church lot. The school provides a turn-around loading area in the front church parking lot, which most parents use for pick-up/drop-off. An informal parking survey taken midday indicates that the front parking lot have very low demand, while the rear parking lot is about 2/3 full. This confirms that the Montessori school is optimally using both lots. The parking survey also found that midday parking demand along Curtis Avenue has substantially decreased, indicating less staff parking on City streets.



Front Church Parking Lot Looking Southeast on 11-18-08 at 2pm

Field observations were made along Peck Avenue during peak student arrival and dismissal periods. In general, traffic conditions are significantly improved when compared to the construction period. No significant increase in traffic volume has been observed on Curtis Avenue as the result of the stop signs. There is less congestion and street parking along Peck Avenue, and school administrators consistently reinforce the student loading zone operation with their parents. The existing 24-minute parking restrictions on the west side of Peck Avenue should remain in place to provide a supplemental short-term parking zone for parents to sign in-and-out their pre-school age students and to prevent school staff and others from occupying the parking closest to the school office.

The existing crosswalk is primarily used by Montessori School on weekdays and by churchgoers on Sundays. The number of crossing students has decreased significantly after re-opening of the Church parking lots for use by the Montessori School. Crossing students are typically accompanied by an adult walking to and from a parked car on the east side of Peck Avenue and/or Curtis Avenue. The marked crosswalk at Curtis Avenue encourages those students/guardians to cross at a central location. The crossing guard provides additional traffic control guidance for students and parents during drop-off and pick-up times.



Peck Avenue at Curtis Avenue Looking North

Driver compliance with the new stop sign is good when the crossing guard is present, but a significant percentage of drivers violate the stop sign, particularly in the southbound direction during non-peak hours. This is primarily because driver awareness of the intersection is less obvious due to the “tee” type intersection and apparent mid-block stop bar location adjacent to parked cars. Staff is concerned that drivers on Curtis Avenue may not realize the violation rate, and wrongly assume that drivers on Peck Avenue will stop and wait for them. While it is easier for drivers on Curtis Avenue to enter Peck Avenue at the stop sign during peak school hours, there is no noticeable difference during other times of the day.

A re-evaluation of the Statewide stop sign warrants continues to conclude that stop signs are not warranted on Peck Avenue. While a number of pedestrians cross at the intersection, the impacted time is a very small percentage of the entire day. Therefore, motorists approaching a stop sign placed on Peck Avenue after school hours have a tendency violate the stop sign because there is rarely a vehicle stopped on Curtis Avenue, the side street. Also, there is an increased potential for rear-end collisions particularly in the southbound direction where drivers may hit a stopped car at a location where there is no perceived reason to stop.

The northbound stop sign often causes a line of cars waiting at the intersection which blocks access to and from the Church parking lot. This, in turn, impacts the off-street student loading

operation. Corner sight visibility is sufficient if vehicles are not parked right at the corner, so stop signs are not necessary for visibility reasons. There is also concern that additional delay on Peck Avenue will encourage some drivers to use other parallel residential streets such as Herrin Avenue and Redondo Avenue instead of Peck Avenue.

### **Public Notice**

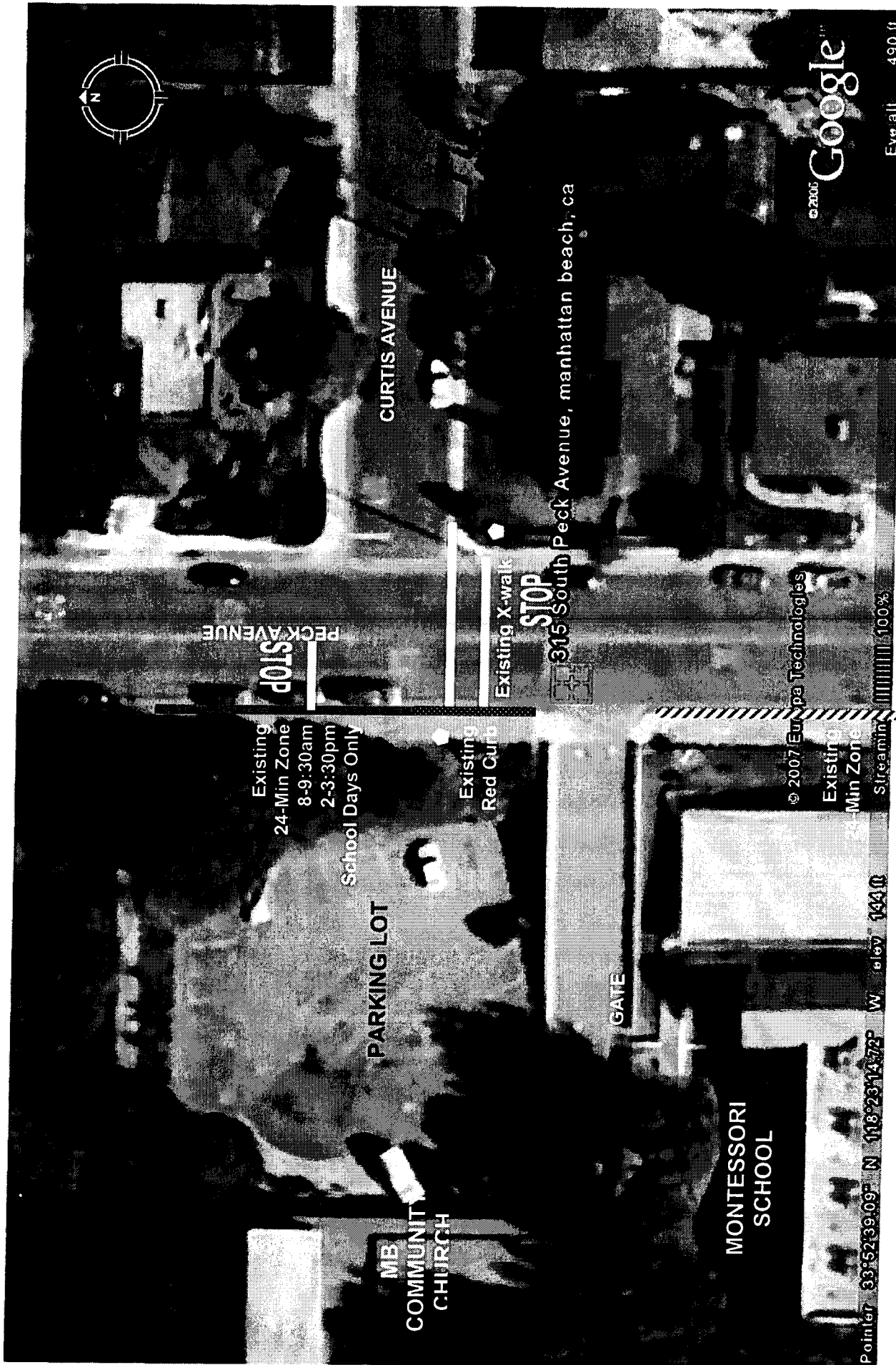
In addition to the Montessori School administrators, residents and property owners in the vicinity of the Peck/Curtis intersection were notified of this follow-up evaluation and were invited to give input to the Commission. Staff received comments from two residents at the writing of this report.

### **CONCLUSION:**

Based on the observations, it appears that the crosswalk and crossing guard provide specific benefits during peak school times. Conversely, the observed benefits of the stop signs appear to be limited to school times when the school crossing guard is present, and actually interfere with smooth traffic flow during other times of the day. Therefore, it is recommended that the existing measures at the intersection of Peck Avenue and Curtis Avenue remain in place at this time, with the exception that the stop signs be removed on Peck Avenue in the northbound and southbound directions.

#### **Attachments:**

- Aerial Site Photo
- City Council Staff Report 5-15-07 with attachments
- City Council Minutes 5-15-07
- Public Notice
- Residents' Comments



**AERIAL SITE PHOTO  
PECK AVE. AT CURTIS AVE.**








Agenda Item # 07/0515.19

# Staff Report

## City of Manhattan Beach

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

**THROUGH:** Geoff Dolan, City Manager 

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

**DATE:** May 15, 2007

**SUBJECT:** Consideration of Parking and Public Improvements Commission Recommendation to Approve a School Loading Zone and New Crosswalk and Deny a Request for Stop Signs at Peck Avenue and Curtis Street.

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### RECOMMENDATION:

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

1. Deny the request for installation of stop signs on Peck Avenue at Curtis Street.
2. Install a school crosswalk with high visibility markings and signs on the south leg of Peck Avenue at Curtis Street
3. Post "24-Minute Parking 8am-9:30am, 2pm-3:30pm, School Days Only" parking restrictions on the west side of Peck Avenue adjacent to the Manhattan Beach Community Church property.

### FISCAL IMPLICATION:

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

### BACKGROUND:

In January 2007, the City received a petition from the Montessori School of Manhattan Beach for stop signs in all directions at the intersection of Peck Avenue and Curtis Street. The school states that there is heavy traffic and speeding on Peck Avenue at school arrival and dismissal times while students are trying to cross the street.

### DISCUSSION:

As described in the attached report, the Traffic Engineer does not support the installation of stop signs on Peck Avenue at Curtis Street. The traffic and pedestrian volumes, absence of collision history, and limited hours of impact do not meet the established criteria for an all-way stop

intersection. Further, the Traffic Engineer noted that almost all child pedestrians going to the Montessori school are accompanied by their parents who cross the street with them. However, the Traffic Engineer's analysis did find that a crosswalk on the south leg and a 24-minute parking zone north of the school would help improve school traffic safety.

***PPIC Review***

On April 25, 2007, the Parking and Public Improvements Commission reviewed the Traffic Engineer's report and heard testimony from three (3) school representatives and three (3) residents. All of the speakers agreed that pedestrian crossing safety is a concern at this location and supported a painted crosswalk, however most of the residents were opposed to stop signs. There were no objections made regarding the additional 24-Minute parking zone. The Commission agreed with the Traffic Engineer's findings and voted unanimously with the staff recommendation, with a modification of the 24-Minute afternoon parking restriction to "2 to 3:30pm".

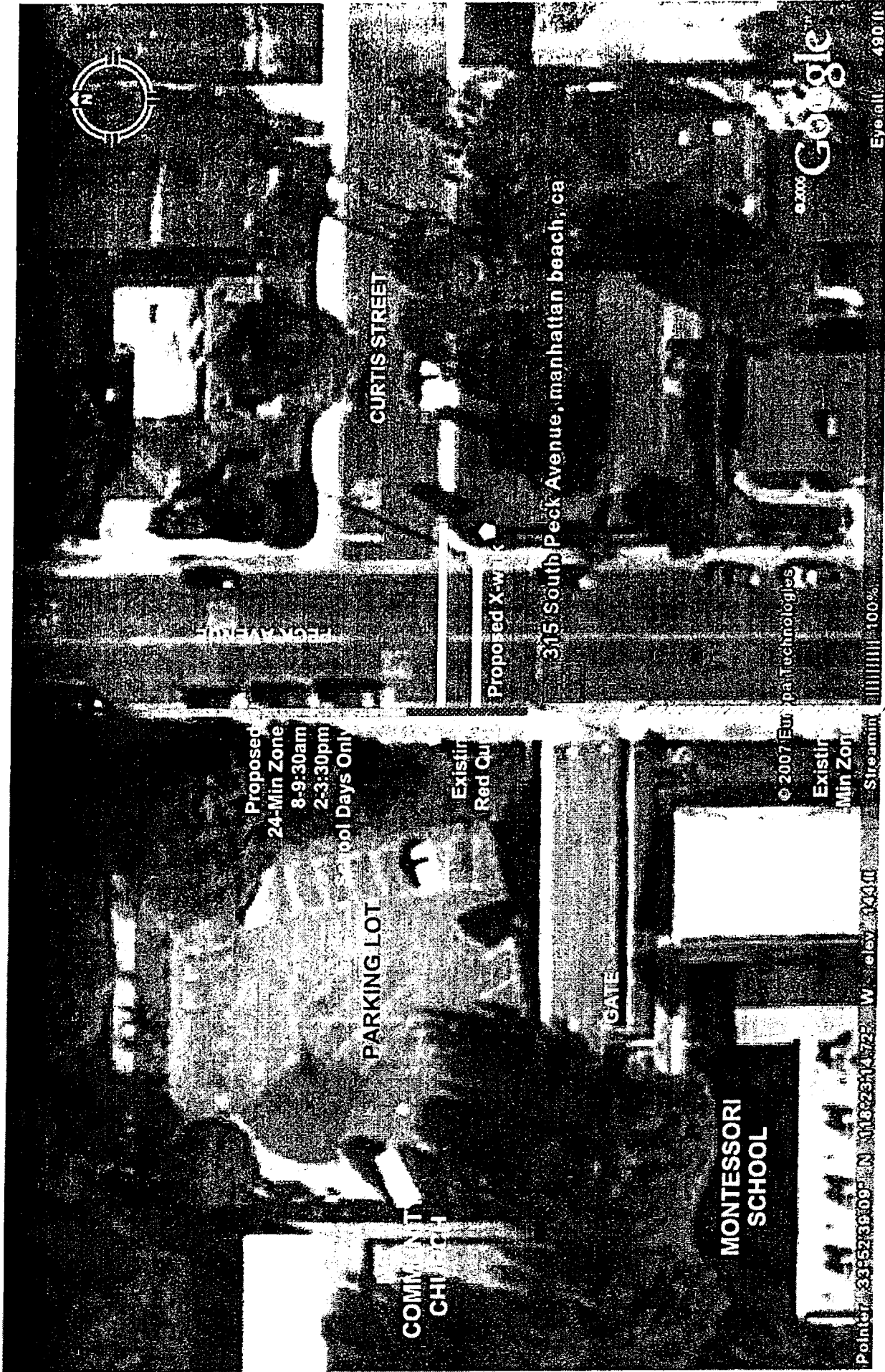
Meeting notices were sent to a large number of property owners and residents along Peck Avenue and Curtis Street.

**ALTERNATIVES:**

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

- Attachments:
- A. Site Sketch
  - B. Excerpt from PPIC minutes of 4/25/07
  - C. PPIC report dated 4/25/07, with attachments
  - D. Meeting notice, 5/15/07

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CURTIS STREET

PECK AVENUE

Proposed X-walk

315 South Peck Avenue, Manhattan beach, ca

© 2007 Google

Eye alt: 490 ft

Proposed  
24-Min Zone  
8-9:30am  
2-3:30pm  
School Days Only

Existing  
Red Cur

PARKING LOT

GATE

© 2007 Europa Technologies

Existing  
Min Zone

Stream

W elev. 144 ft

Pointer: 3356238.095 N 113231.722 W

MONTESSORI  
SCHOOL

COMMUNITY  
CHURCH

SITE SKETCH  
AS RECOMMENDED BY PPIC

A

**E. CITY COUNCIL AGENDA**

Senior Planner Lackow reported that on April 17, the City Council approved the Commission's recommendation to establish a Taxicab Stand in the 1100 block of Morningside Avenue on a trial basis.

**F. AUDIENCE PARTICIPATION**

None.

**G. GENERAL**

**1. Request for Stop Sign, Loading Zone and Crosswalk: Peck Avenue at Curtis Street**

Traffic Engineer Zandvliet presented the Report. He noted the request, submitted by the Montessori School of Manhattan Beach at 315 South Peck Avenue is for stop signs and related crosswalks to be installed in all directions at the intersection of Peck Avenue and Curtis Street. The school request is due to the school's concerns but also would be part of a traffic safety plan the school is required to prepare due to a construction project approved for the neighboring church site. Upon analyzing this request, Mr. Zandvliet noted that Staff recommends against the installation of any new stop signs at this location, but instead recommends that the City:

1. Install a school crosswalk with high visibility markings and signs on the south leg of Peck Avenue at Curtis Street
2. Post "24-Minute Parking 8am-9:30am, 1pm-4pm, School Days Only" parking restrictions on the west side of Peck Avenue adjacent to the Manhattan Beach Community Church property.

Mr. Zandvliet provided details of his engineering analysis, which in addition to site visits and discussions with the school formed the basis for this recommendation. He noted in particular that this request did not meet any of three basic warrants for a stop sign including minimum traffic volumes, collision history and potential for increasing motorist delays. The recommended crosswalk would be similar to others in this area, and the extension of the existing 24-minute green loading zone will help operations at the school and lessen congestion.

In response to questions from the Commission, Mr. Zandvliet noted the following:

- The green loading area extension would replace between 5 and 6 curb parking spaces. This conversion will possibly encourage the church to keep its parking lot open next door during the upcoming construction for use by the school.
- The time frame for the loading zone may be able to be decreased, with concurrence from the school.
- The church construction will replace some existing temporary buildings and may last up to two years. The church parking lot would be appropriate and a convenient walking distance for the school staff.

## Audience Participation

**Jay Golida** spoke on behalf of **Manhattan Beach Montessori**. He clarified that there is no on-site staff parking presently but that the church is obligated to provide 27 spaces. He also stated that the Mira Costa High School parking lot typically fills up early and therefore is not available to the Montessori School. The school would accept a narrowing of the time frame applicable to the loading area on Peck Avenue from between 1:00 and 4:00 pm (as staff recommends) to between 2:00 and 3:30 pm. He emphasized that the stop sign is desired because the school believes there is a serious safety issue that it will address. He requested that the Commission “think outside the box” and consider all possible safety enhancements including warning lights, signage, etc.

**Paulette Rhaney, 224 South Peck Avenue** for 18 years requested that a new stop sign **not** be installed because it may create undue noise impacts for residents. She suggested that a temporary stop sign be utilized, similar to what she has seen at Pennekamp Elementary School, and/or a crossing guard. She noted that Peck is heavily used on weekends for parking for Little League and other activities.

**Mr. Zandvliet** noted that Pennekamp School has been funded by the City for a crossing guard but the school has been asked by the City and Police Department to not use a temporary stop sign, as this is not legal under state traffic laws. In response to a question from **Commissioner Osterhout**, **Mr. Zandvliet** explained that a volunteer crossing guard could be useful if properly trained and sanctioned.

In response to a question from **Commissioner Seville-Jones**, **Mr. Golida** stated that the request is based on the concern for safety for both school children (typically escorted by a parent) as well as the parents.

**Rhonda Knudson, 1501 Curtis Avenue**, stated she thinks a new stop sign is not warranted and will create more noise.

**Michelle Sipl**, a teacher at the **Montessori School**, echoed Mr. Golida’s comments and emphasized that the children crossing Peck are little and jay walking is occurring due to the limited on-site parking. A crosswalk especially is urgently needed.

**Traci Sell, 2849 Sonoma Street, Torrance**, is a teacher at the school and a mom, and noted one problem is that drivers often just don’t stop for someone in a crosswalk.

**Tim Moore, 831 Prospect, Hermosa Beach**, stated that the teen drivers using Peck (due to proximity to the high school) tend to accelerate and this creates a safety problem, and cited the example of Hermosa Beach which has installed stop signs along Prospect Avenue to control traffic.

**Jay Golida** presented a recent press release from the Manhattan Beach Police Department regarding school traffic safety and this was passed to the Commission.

Mr. Zandvliet responded to public comments, noting that it is the responsibility of pedestrians to enter a street safely and often whether driving fast or slow, a driver cannot see a pedestrian. In making his recommendation, age was a significant factor. The parents or adults are required to accompany the school children across the street and this makes the operation safer. Mr. Zandvliet also responded to Commissioner Osterhout that there have been no requests for resident parking permits in this area.

### Commission Discussion

Commissioner Donahue suggested looking into having a crossing guard and a crosswalk as recommended by Staff.

Commissioner Paralusz suggested accepting the Staff recommendation for a high visibility crosswalk and appropriate signage and the extended green loading zone but with a more limited pm time frame (possibly 2:00 or 2:30). She is not in favor of a crossing guard at this time but this should be reviewed at a later date.

Commissioner Osterhout echoed Commissioner Paralusz's comment but added that he would consider a resident parking permit petition if submitted. He also noted he was persuaded that a crossing guard may not be needed at this time due to the fact that parents were accompanying the children. He encouraged the school to continue to work out solutions.

Commissioner Seville-Jones added she was in general agreement with all previous Commission comments and thanked all parties for coming and participating. She agreed that drivers in the area may be young and that traffic volumes are increasing but noted also that Peck Avenue does have good visibility. She voiced concern that the church construction project will add more impacts for a temporary period and encouraged the school to be watchful of those impacts.

### Action

A motion was MADE and SECONDED (Paralusz/Osterhout) to:

1. **APPROVE** Staff recommendation number 1 as stated in the report, to install a school crosswalk with high visibility markings and signs on the south leg of Peck Avenue at Curtis Street, and;
2. **APPROVE** Staff recommendation number 2 with revision, to post "24-Minute Parking 8:00am - 9:30am, 2:00pm-3:30pm, School Days Only" parking restrictions on the west side of Peck Avenue adjacent to the Manhattan Beach Community Church property.

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

- END
2. **Review of Proposed 2007 – 2008 Capital Improvement Program.**

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

**TO:** Parking and Public Improvements Commission

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

**BY:** Erik Zandvliet, Traffic Engineer *by Ret.*

**DATE:** April 25, 2007

**SUBJECT:** Request for Stop Sign, Loading Zone and Crosswalk:  
**Peck Avenue at Curtis Street**

**RECOMMENDATION:**

That the Commission pass a motion to approve staff's recommendation to:

1. Install a school crosswalk with high visibility markings and signs on the south leg of Peck Avenue at Curtis Street
2. Post "24-Minute Parking 8am-9:30am, 1pm-4pm, School Days Only" parking restrictions on the west side of Peck Avenue adjacent to the Manhattan Beach Community Church property.

**BACKGROUND:**

In January 2007, the City received a parent petition from Ms. Erna Moore, Director of Montessori School of Manhattan Beach, located at 315 Peck Avenue for stop signs in all directions at the intersection of Peck Avenue and Curtis Street. The school states that there is heavy traffic and speeding on Peck Avenue at school arrival and dismissal times while students are trying to cross the street. She also states that the Montessori School has been asked to submit a traffic safety plan (detailing parent pick-up and drop off procedures and staff parking) as part of an expansion project for the Manhattan Beach Community Church, which adjoins the school to the north.

**DISCUSSION:**

Peck Avenue is a two-lane major local street that carries approximately 4,200 vehicles per day and is stopped one block north at Gates Street and three blocks south at Nelson Street. Peck Avenue has a slight vertical curve that crests at Gates Street. Peck Avenue is 42 feet wide and is divided by a double yellow centerline that provides 12 feet wide travel lanes and 9 feet wide curb parking lanes. The speed limit on Peck Avenue is 25 MPH.

Parking is allowed on the both sides of Peck Avenue but there is a 24-minute parking restriction on the west side adjacent to the Montessori School for student loading. An uncontrolled yellow school crosswalk is located across Peck Avenue at Voorhees Street one block south of Curtis Street.

Curtis Street is a local street that “tees” into Peck Avenue at a stop sign. Curtis Street is 30 feet wide and carries approximately 500 vehicles per day. Parking is allowed on both sides of Curtis Street. The speed limit on Curtis Street is 25 MPH.

The intersection of Peck Avenue and Curtis Street is located in a residential area with Manhattan Beach Community Church on the west side. Manhattan Beach Unified School District Offices, Mira Costa High School and the Montessori private school are located on Peck Avenue south of the intersection. Pennekamp Elementary School is located north of the subject area north of Gates Street.

There are existing painted school crosswalks on Peck Avenue at 1<sup>st</sup> Street, Gates Avenue, Voorhees Avenue and Nelson Avenue. The area has high pedestrian activity during school arrival and dismissal times due to the proximity of the three schools. The Montessori school requires parents to sign in/out their children, which increases the need for short-term parking near the school entrance. The School, which has a staff of 30 currently uses the adjacent church parking lot just to the north for some of its parking needs. However, this lot regularly fills up with school staff. Additional staff are allowed to park in the rear church lot or find parking in the residential areas to the east.

When the Church builds its expansion project in the future, the rear parking lot will not be available to school staff. This will place a higher burden on the local streets for overflow staff parking. In addition, the school, due to child care licensing requirements has recently converted the parking lot on its site to playground use. The Church has a shared parking agreement with the School District to allow overflow parking in the District offices lot to the west of the school.

The traffic collision history between January 1, 2001 and September 31, 2004 was analyzed for the intersection. According to City records, there have been no collisions reported near the intersection during this 3 ¾ year period.

### **Field Observations**

Field observations were made along Peck Avenue during peak student arrival and dismissal periods. Field observations confirm the traffic count data and high pedestrian activity. A large number of students cross at or near the intersection of Peck Avenue and Curtis Street. It should be noted that the majority of students crossing at Curtis Street are accompanied by parents/guardians who then walk to parked vehicles along Peck Avenue and Curtis Street. The Montessori School has two main access points, one via the front door on Peck Avenue, and a student gate on the north side of the campus adjacent to the north Church lot. The school provides a turn-around loading area in the front church parking lot; however, few off-street parking spaces are available for student pick-up/drop-off when staff is parked in the front lot.

Curtis Street is narrow and provides only one travel lane if vehicles are parked on either side of the street. The intersection has adequate sight distance for motorists exiting Curtis Street looking northward which is enhanced by the uphill grade looking southward. However, any vehicles parked on Peck Avenue just south of the intersection may partially block the view of



approaching northbound traffic. The proper pedestrian crossing point is not always obvious to some pedestrians due to parked cars along the west side of the street.

Curb parking is often heavy along Peck Avenue due to the concentration of schools. As such, convenient curb parking is often hard to find. Staff believes that establishing 24-minute parking restrictions on the west side of Peck Avenue would help alleviate the need for parents to find short term parking in the neighborhood and escort their children across Peck Avenue.

### **School Routes and Established School Crossings**

The State of California (Caltrans) has established guidelines to help determine Suggested Routes to School. Some of the factors to consider include:

1. The availability of adequate sidewalks or off-roadway sidewalk areas to and from the location of the existing control;
2. The number of students using the crossing;
3. The age levels of the students using the crossing; and
4. The total extra walking distance.

The number of gaps in traffic and delay between gaps also plays a role in school crossing criteria. While students need to wait for a sufficient gap in traffic, excessive delay may make some students impatient and endanger themselves by attempting to cross during an inadequate gap.

In general, crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating preferred paths. Crosswalk markings also serve to warn motorists of a pedestrian crossing point not controlled by stop signs or signals. Crosswalks should be marked at all intersections on established routes to school where there is substantial conflict with motorists, at locations where students are encouraged to cross, or where students would not otherwise recognize the proper place to cross.

By applying the suggested guidelines to possible crossings along Peck Avenue in comparison to the various school locations along Peck Avenue, a crosswalk at Curtis Street meets the guidelines and would benefit the Montessori School as well as students of Mira Costa High School and Pennekamp Elementary School.

Many students and guardians were observed crossing Peck Avenue at different locations between Curtis Street and Voorhees Street. A marked crosswalk at Curtis Street would encourage those students/guardians to cross at a central location. This would improve safety by limiting pedestrian exposure and provide positive guidance to both the student and driver. The addition of a marked crosswalk at Curtis Street would be similar to the one at Voorhees Street to the south, but may be unexpected to some motorists, therefore, high visibility markings and signs should be placed at the crossing.

**Multi-way Stop Signs:** The State of California has established guidelines for the installation of stop signs. These criteria have been widely accepted and are used by the City of Manhattan Beach. Multi-way or all-way stop controls are generally recommended when one or more of the criteria are satisfied.

A stop sign warrant checklist was completed that indicates that multi-way stop signs are not warranted at this intersection due to the very low traffic volume on Curtis Street. While a number of pedestrians cross at the intersection, the impacted time is a very small percentage of the entire day. Therefore, motorists approaching a stop sign placed on Peck Avenue after school hours will have a tendency violate the stop sign. A stop sign at an intersection with low side street traffic volumes often causes unnecessary delay and noise, increased rear-end collision potential and disregard for stop signs on other streets at locations where there is no apparent reason to stop. An unwarranted stop sign would likely be ignored by many drivers, which would actually decrease pedestrian safety. Corner sight visibility is sufficient if vehicles are not parked right at the corner, so stop signs would not be necessary for visibility reasons.

A stop sign would not be expected to improve congestion during school hours. In fact, additional stop signs along Peck Avenue would substantially increase delay to motorists along Peck Avenue. This, in turn, may also encourage some drivers to use other residential streets instead of Peck Avenue. A stop sign at Curtis Street could also slightly increase traffic volume on Curtis Street.

### **Public Notice**

In addition to the Montessori School administrators, property owners in the vicinity of the Peck/Curtis intersection were notified of the proposed stop sign request and were invited to give input to the Commission. No comments have been received by Staff.

### **CONCLUSION:**

Based on low side street volumes, three-way stop controls are not recommended at the intersection of Peck Avenue and Curtis Street at this time. However, due to school pedestrian crossing volume and proximity to a private school, staff recommends the following:

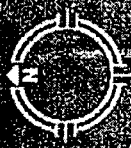
1. Installation of a school crosswalk with high visibility markings and signs on the south leg of Peck Avenue at Curtis Street,
2. Posting of a "24-Minute Parking 8am-9:30am, 1pm-4pm, School Days Only" parking restriction on the west side of Peck Avenue adjacent to the Manhattan Beach Community Church property.

#### Attachments:

- Aerial Photo
- Correspondence from Montessori School and Petition
- Public Notice
- Stop Sign Worksheet (to be provided under separate cover)

EHZ

C:\My Documents\Projects\UN 16242-Manhattan Beach TE\PPIC\PPIC-peck curtis stop sign.doc



MB COMMUNITY CHURCH

PARKING LOT

GATE

MONTESSORI SCHOOL

PECK AVENUE

CURTIS STREET

315 South Peck Avenue, manhattan beach, ca

© 2007 Europa Technologies

Google

Pointer: 33° 52' 39.09" N 118° 23' 14.72" W elev: 144ft

Streaming: 100%

Eye alt: 490ft



**MONTESSORI SCHOOL**  
OF MANHATTAN BEACH, INC.

January 17, 2007

Dear Rob Osborn,

As per our conversation this afternoon, I am requesting help with the traffic and parking impact in front of the school on Peck Ave. between 8:45 a.m. and 9:14 a.m. I am concerned for the safety of the children being walked from their parent's car in to the school. Perhaps a stop sign would help with a cross walk.

The Planning Commission required a traffic plan to be submitted and we are struggling putting one together. PLEASE HELP!! The school is located at 315 South Peck Avenue.

I am looking forward to hearing from you for help.

Regards,


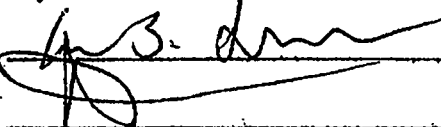
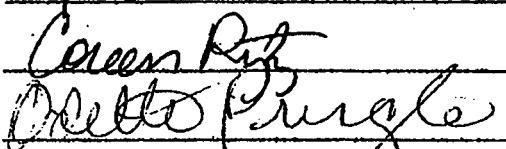
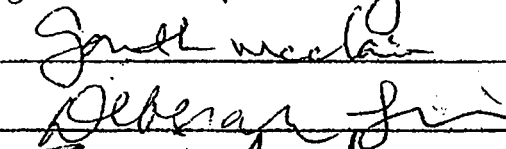
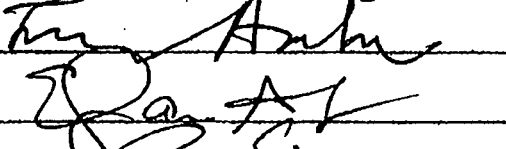
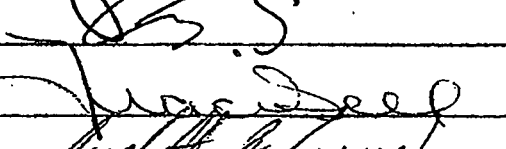
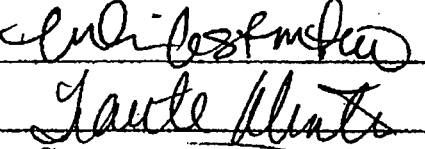
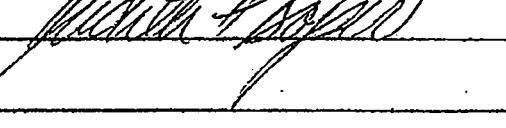

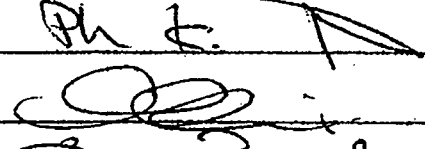

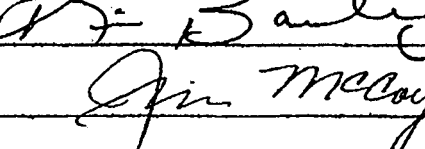
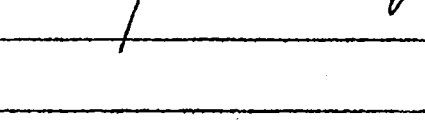
Erna Moore  
Director

January 29, 2007  
Montessori School of Manhattan Beach  
**SAFETY CONCERN**

PTO-Sponsored Parent Petition for installation of Stop Sign at Intersection of  
Peck and Curtis in Manhattan Beach

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Signed,

	Jami Turk
	Ruby Ticito
	Jennifer Rogerson
	Laam Way
	TERA HARRIS.
	
	Tante Minto
	Ph. K. 
	
	

JRACI

January 29, 2007  
Montessori School of Manhattan Beach  
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Signed,

<u>Paul A. Pearson</u>	<u>Guy Harmon</u>
<u>Robert W. ...</u>	<u>Cynthia Black</u>
<u>Diana Bury</u>	<u>Lisa Madril</u>
<u>Natasha McCoy</u>	<u>...</u>
<u>Kelly West</u>	<u>Christy Brand</u>
<u>Elan Sasso</u>	<u>Ann ...</u>
<u>Valeri Tanti</u>	<u>Marie Rochelle</u>
<u>...</u>	<u>Don ...</u>
<u>...</u>	<u>Janet ...</u>
<u>...</u>	<u>David West</u>
<u>...</u>	
<u>...</u>	
<u>...</u>	

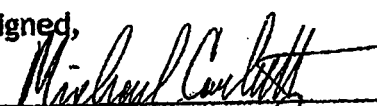

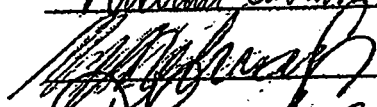
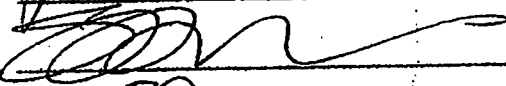
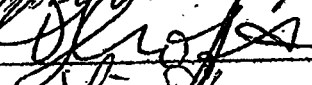
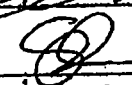
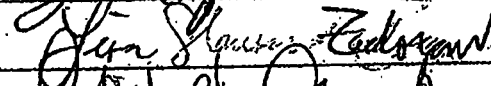
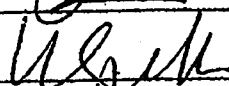
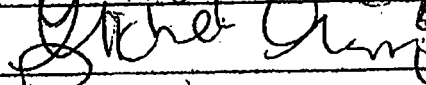
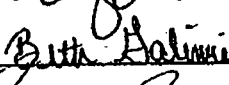
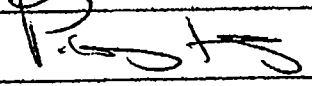
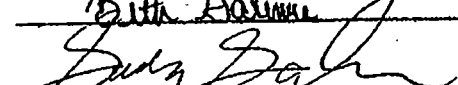
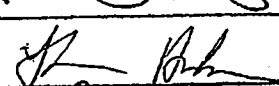
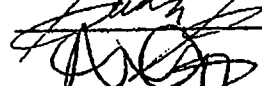
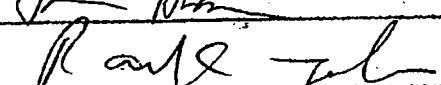
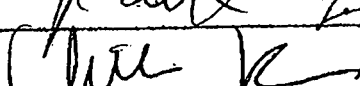

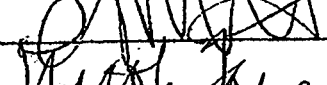
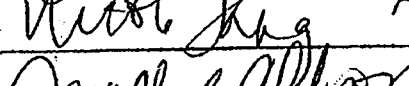
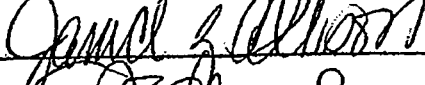
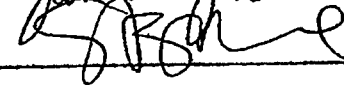
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January 29, 2007  
Montessori School of Manhattan Beach  
**SAFETY CONCERN**

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Signed,

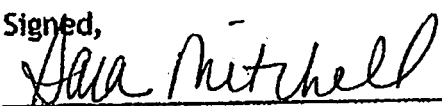
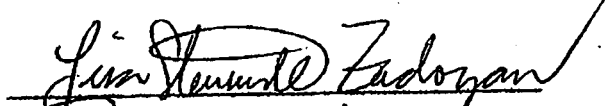
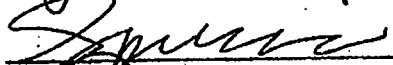




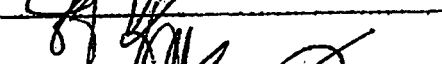
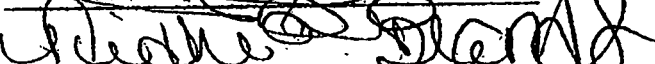





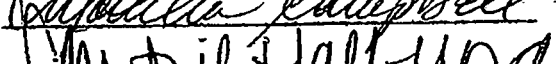
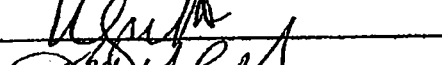
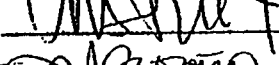
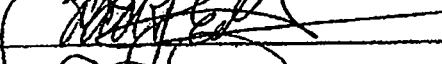

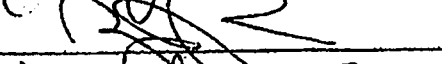

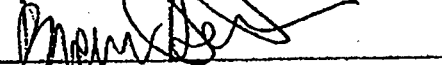
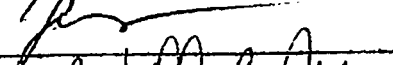


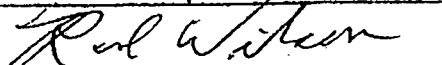
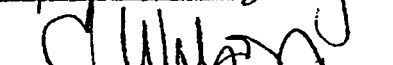
CHRISTINE'S

January 29, 2007  
Montessori School of Manhattan Beach  
**SAFETY CONCERN**

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Signed,

	
JON DEAN	
	
	
	
	
	
	
	
	
	
	
	
	



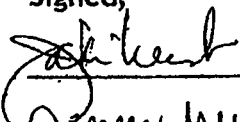
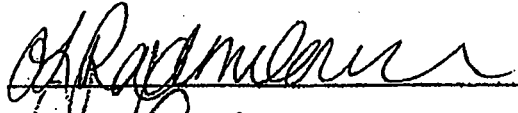

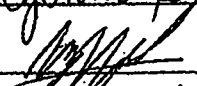
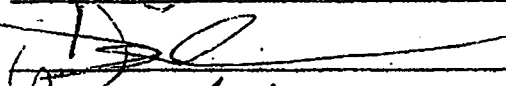

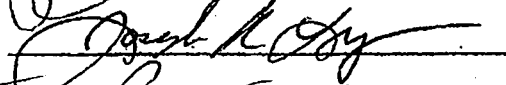
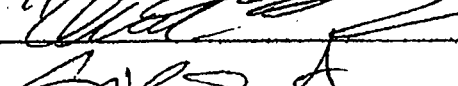
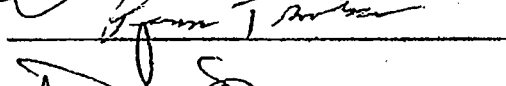
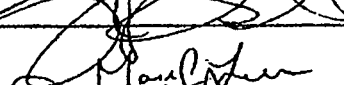
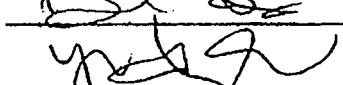
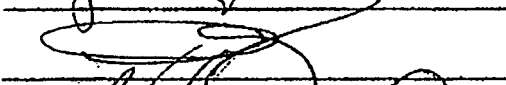

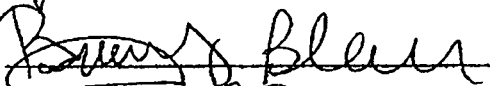

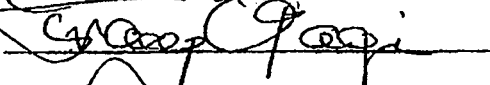
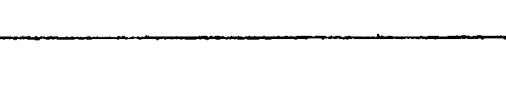
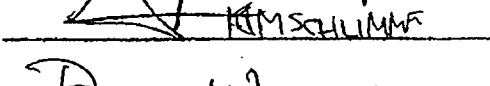
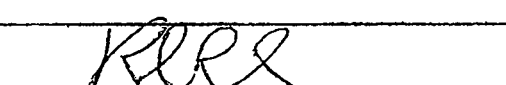
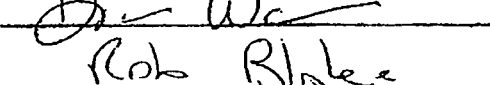
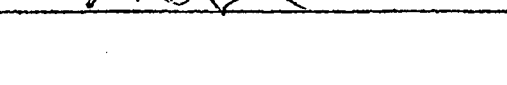

KCOH #3

January 29, 2007  
Montessori School of Manhattan Beach  
SAFETY CONCERN

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Signed,

	
Jenna Guerrero	
	
	
	
	
Paula	
Pam Lawlor	
	
	
	
	
Rob Blake	


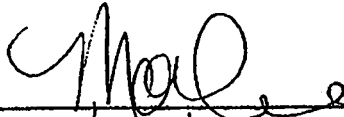

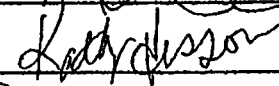



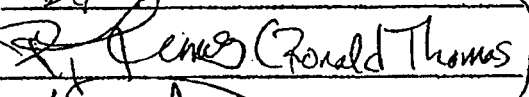

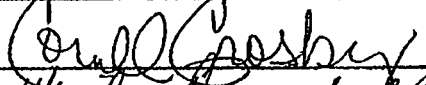

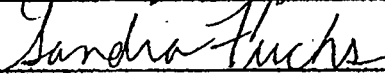
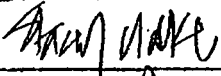
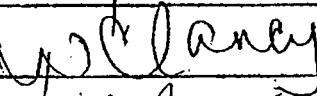
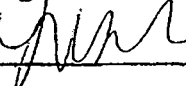


January 29, 2007  
Montessori School of Manhattan Beach  
SAFETY CONCERN

PTO-Sponsored Parent Petition for installation of Stop Sign at Intersection of Peck and Curtis in Manhattan Beach

In conjunction with the Parent-Teacher Organization of the Montessori School of Manhattan Beach, the Parent signatories below indicate their strong support for a stop sign to be installed at the corner of Peck and Curtis Avenues. A stop sign at this intersection would insure that the individuals using this very busy road will slow down, and that the children attempting to enter the Montessori School would have a safe crossing area. The safety of the children that attend the Montessori School on Peck Avenue is at risk on a daily basis due to the heavy traffic on Peck Avenue. We respectfully request that the Advisory Committee initiate a study into the safety hazard posed by heavy and fast-moving traffic in front of the school. This petition is important for the community because it could save many lives and protect pedestrians attempting to cross the street during school hours.

Signed,

Room #3

January 29, 2007  
Montessori School of Manhattan Beach  
SAFETY CONCERN

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Signed,

Marcel Prohaska Brown

Sandy Dwyer

Heather Jones

Cathleen White

[Signature]

[Signature]

[Signature]

[Signature]

Cindy Flynn

Marce Rhee

January 29, 2007  
Montessori School of Manhattan Beach  
**SAFETY CONCERN**

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Signed,

Keti Annin	Jeffrey Babara
Michelle Sipl	[Signature]
Alison Lennon	Rachel Calzador
Carl Hartzel	Steve Mark
Patricia Watanabe	[Signature]
Heidi [Signature]	[Signature]
[Signature]	[Signature]
[Signature]	[Signature]
Andy	
Off Sett	
[Signature]	
Pamela Po	
Kinata Scott	

Karen

January 29, 2007  
Montessori School of Manhattan Beach

**SAFETY CONCERN**

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Signed,

Cammie Herbert	[Signature]
Carl Hartzel	[Signature]
Kelly White	Amet [Signature]
Murray	[Signature]
[Signature]	[Signature]
Jan Choy	[Signature]
[Signature]	[Signature]
[Signature]	[Signature]
[Signature]	[Signature]
[Signature]	[Signature]
[Signature]	[Signature]
[Signature]	[Signature]
[Signature]	[Signature]
[Signature]	[Signature]

MRS. CLARK

January 29, 2007  
Montessori School of Manhattan Beach  
**SAFETY CONCERN**

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Signed,

Monique Johnson

Geneva Ever Wong

Dana S

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

[Signature]

DL Sims  
Michelle Clark


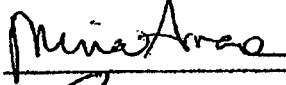
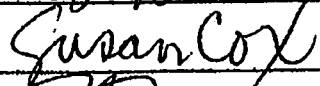
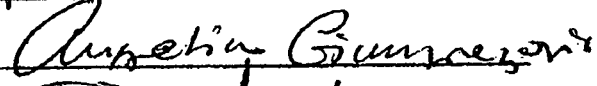
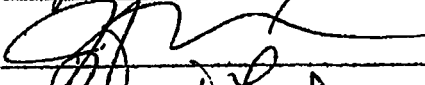

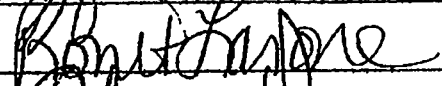

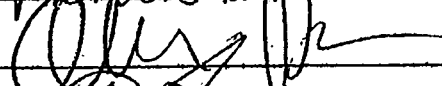

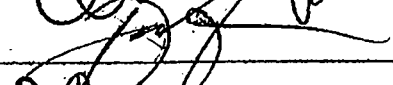

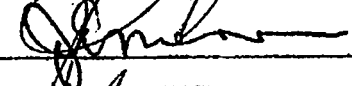

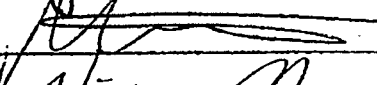
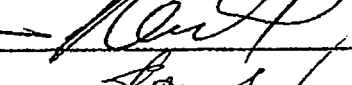
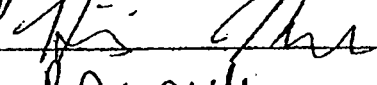
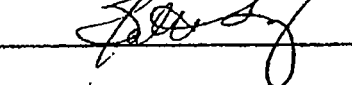
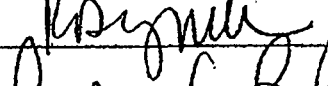
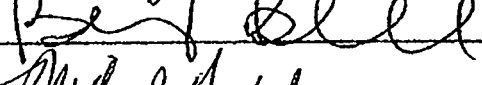
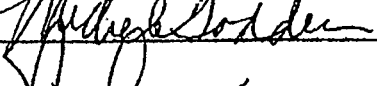
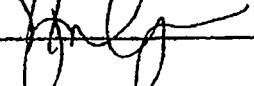
YELLOW HOUSE

January 29, 2007  
Montessori School of Manhattan Beach  
**SAFETY CONCERN**

PTO-Sponsored Parent Petition for installation of Stop Sign at Intersection of Peck and Curtis in Manhattan Beach

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Signed,



City Hall

1400 Highland Avenue

Manhattan Beach, CA 90266-4795

Telephone (310) 802-5000

FAX (310) 802-5001

April 11, 2007

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

Re: Request for Stop Sign on Peck Avenue at Curtis Avenue – Montessori School 315 So. Peck Avenue

Dear Property Owner:

The City recently <sup>received</sup> approved a request to install new stop signs on Peck Avenue at the intersection of Curtis Avenue to enhance school safety.

A report will be presented to the Parking and Public Improvements Commission (PPIC) at their meeting on April 26, 2007. The Commission meeting will be held in the City Council Chambers, 1400 Highland Avenue, and will begin at 6:30 p.m. All interested parties are encouraged to attend the meeting and provide comments. The Commission upon completion of its review will make a recommendation to the City Council regarding this request.

A copy of the staff report to the PPIC will be available to the public on April 20<sup>th</sup> after 5:00 pm, either at the Civic Center Library (reference desk) or on the City's website at [www.citymb.info/commissions](http://www.citymb.info/commissions).

If you have any questions or would like any additional information, please call (310) 802-5515 or E-mail [rlackow@citymb.info](mailto:rlackow@citymb.info).

Sincerely,

Rosemary Lackow

Senior Planner

Community Development Department

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

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

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





City Hall

1400 Highland Avenue

Manhattan Beach, CA 90266-4795

Telephone (310) 802-5000

FAX (310) 802-5001

May 7, 2007

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

Re: Request for Stop Signs, Crosswalk and Student Loading Zone – 315 So. Peck Avenue

Dear Property Owner:

On April 26, 2007, the Parking and Public Improvements Commission reviewed a request for installation of a new stop sign on Peck Avenue at Curtis Street. The Commission voted to recommend the following:

- A new stop sign not be installed at this time.
- An existing green loading zone on the west side of Peck Avenue be extended
- A new school crosswalk and related high visibility signs and markings be installed on Peck Avenue at the south leg of intersection with Curtis St.

The City Council will review these recommendations at a public meeting on Tuesday, May 15, 2007. The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Any comments you might like to make at the meeting would be welcomed.

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

If you have any questions or would like any additional information, please call or email me at 802-5515 / [rlackow@cityymb.info](mailto:rlackow@cityymb.info)

Sincerely,  
Rosemary Lackow

D.

07/0515.19 Consideration of Parking and Public Improvements Commission Recommendation to Approve a School Loading Zone and New Crosswalk and Deny a Request for Stop Signs at Peck Avenue and Curtis Street

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

The following individuals spoke on this item:

- Tim Moore, No Address Provided
- Phil Toomey, Legal Counsel for the Manhattan Beach Montessori School

Traffic Engineer Erik Zandvliet responded to questions posed by Council regarding the Parking and Public Improvements Commission (PPIC) recommendation to not put a stop sign at the corner of Peck Avenue and Curtis Street based on the fact that the intersection doesn't meet criteria for installation of a stop sign. He explained that his recommendation was based on the fact that during the times that he observed the intersection there was a low volume of pedestrians and that the children who were present were escorted by adults acting as crossing guards. He also cited that adding a crosswalk could be misleading, give a false sense of security and that there were plenty of gaps in traffic to allow for safe crossing of the street. He suggested that the City first install a crosswalk with no stop sign and see if it justifies acquiring a crossing guard and then further monitor use to see if the intersection may qualify for a stop sign in the future. He also recommended that the green curb on the west side of Peck Avenue could be extended and suggested that the Montessori School begin a campaign to educate their parents about the proper drop off/pick up procedures.

- Kiley Newell, Curtis Avenue
- April Marano-Ford, 200 Block of Rosecrans Place
- Lisa (Inaudible) 1200 Block of 9<sup>th</sup> Street
- Viet Ngo, No Address Provided

Council discussed their respective views on crosswalks vs crossing guards vs stop signs. Traffic Engineer Zandvliet and City Manager Dolan offered some clarification of state wide criteria for the installation of stop signs.

Mayor Tell called for a motion.

**MOTION:** Councilmember Montgomery moved to approve the PPIC recommendations with the following modifications: that this be a 6-month trial period; that staff install 24-minute parking along the south side of Peck Avenue from the hours of 8:30 – 9:30 a.m. and 2:30 – 3:30 p.m.; and that a stop sign be installed, along with a crosswalk and a crossing guard, (the crossing guard would be provided by the Montessori School and trained by Manhattan Beach Police Department). The motion was seconded by Councilmember Cohen and passed by the following roll call vote:

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

City Manager Dolan stated that a resolution would need to be drafted and presented at another meeting.



**EVALUATION OF THE STOP SIGNS LOCATED  
AT PECK AVENUE AND CURTIS AVENUE**

**PARKING AND PUBLIC IMPROVEMENTS COMMISSION**

**- PUBLIC HEARING -**

**The Parking and Public Improvements Commission (PPIC) will  
conduct a public Hearing to evaluate the stop signs located  
at the intersection of Peck Avenue and Curtis Avenue.**

**WHEN: December 4, 2008 at 6:30 pm**

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

**Residents are encouraged to attend and participate. The Staff Report  
will be available at [www.cityymb.info](http://www.cityymb.info) on November 26 after 5 pm.**

**For additional information, please call Esteban Danna at  
(310) 802-5514 or email at [edanna@cityymb.info](mailto:edanna@cityymb.info)**

**Esteban M. Danna**

---

**From:** Alvin Fletcher [alvinjerry@hotmail.com]  
**Sent:** Monday, November 24, 2008 12:38 PM  
**To:** Esteban M. Danna  
**Subject:** December 4 Public Hearing



Alvin Fletcher  
1545 Curtis Ave.  
Manhattan Beach, CA 90266

24, November 2008

Esteban Danna  
1400 Highland Avenue  
Manhattan Beach, CA

Re: December 4<sup>th</sup> Public Hearing

Dear Sir,

The stop signs on Peck and Curtis are very important to me and I would like very much to attend the 4<sup>th</sup> meeting. However, as luck would have it I have a previous engagement.

My wife and I have lived at 1545 Curtis Ave. for over 30 years. The corner of Peck Avenue and Curtis Avenue was for a long time a safety concern. When traveling west on Curtis, it was very difficult to make a safe left hand turn. The street is sloped so that a car parked near the corner blocks the view of cars coming up the hill going north. The stop signs on Peck have converted what was a safety problem for my wife and me to a safe and pleasant situation. Most times when taking a left turn with my wife in the car, one of us will comment on how much we appreciate the stop signs. Hoping the stop signs remain

Alvin J. Fletcher

---

Windows Live Hotmail now works up to 70% faster. [Sign up today.](#)

**Esteban M. Danna**

---

**From:** Barbara Swartout [barbwire7@verizon.net]

**Sent:** Friday, November 21, 2008 3:36 PM

**To:** Esteban M. Danna

**Subject:** Evaluation of the Stop Signs Located At Peck and Curtis Avenues

**I am unable to attend council meeting regarding the Peck and Curtis Avenues stop signs on December 4, 2008. I wish, however, to express my opinion on the matter.**

**I live at 1555 Curtis Avenue and frequently use the Peck and Curtis Avenues intersection. It is now much safer to turn onto Peck Avenue from Curtis Avenue with the stop signs. Before it was difficult to see oncoming traffic from the north because of the incline and from the south because of the cars parked along the east side of Peck Avenue.**

**I strongly urge that these stop signs remain.**



**E. GENERAL BUSINESS**

**Evaluate Trial Installation of Stop Signs, Loading Zones and Crosswalk: Peck Avenue and Curtis Avenue**

Director of Community Development Thompson introduced the item regarding the Trial Installation of Stop Signs, Loading Zones and Crosswalk at Peck Avenue and Curtis Avenue. He explained that traffic engineer Erik Zandvliet was unable to attend tonight's meeting due to illness, but felt that the report prepared by Staff and submitted to the Commission prior to the meeting should be sufficient information for the Commission to move forward.

There was some discussion among the commissioners regarding several emails that had been received from residents regarding this item and their concern about having the time to read them.

Director of Community Development Thompson suggested that the Commission continue with staff's presentation of the item and the public hearing and then recess in order to read the emails recently received on the item. The Commission agreed to Director Thompson's recommendation.

Assistant Planner Esteban Danna presented a brief history of this item explaining the result of Traffic Engineer Zandvliet's initial study, PPIC recommendations to City Council and ultimate direction to staff by City Council to install and implement several traffic safety measures on Peck and Curtis Avenue in June 2007 on a trial basis.

Assistant Planner Esteban Danna concluded that staff recommends that the stop signs be removed, and the crosswalk and loading zones remain as implemented in June 2007.

Chair Gross stated that there have been some significant changes in the area construction at the church have been completed. He stated that there is a decrease in pedestrian traffic, the Montessori School is using the church parking lot once more for drop off and pick up and that congestion along Peck Avenue has also decreased.

Chair Gross also commented that there appeared to be good compliance at the cross walk with the presence of the crossing guard supplied by the Montessori school. He also noted that State code does not mandate a stop sign be placed at the intersection of Peck and Curtis Avenue. He questioned why this item was before the Commission at this time.

Assistant Planner Danna noted that this item returned to the PPIC Commission tonight as part of Council's direction to re-evaluate the measures implemented after a one year trial period and because residents have voiced complaints regarding the delay in traffic caused by the installation of the stop sign.

In response to questions asked by Chair Gross about the number of resident complaints received and if traffic conditions had improved with the implementation of the cross walk and stop sign, Traffic Lieutenant Andrew Harrod of the Manhattan Beach Police Department contended that they had received complaints from residents who expressed concern over the reason for stop signs going north and south at Peck and Curtis.

## Audience Participation

Chairman Gross opened the public hearing at 6:56 p.m.

**Dale Keldrauk, Principal of Pennekamp Elementary School**, voiced his concern over pedestrian safety due to speeding and felt that the stop sign installed has proven to noticeably slow traffic in the area. He contended that the majority of parents who had children at Pennekamp Elementary School would like the stop signs to remain in place.

**Cindy Avol, 1520 1<sup>st</sup> Street**, stated that she uses Peck Avenue constantly and the stop signs drive her crazy. She has witnessed parents crossing their children to the Montessori School without using the crosswalk.

**Jane Meade, 401 25<sup>th</sup> Street**, maintained that while picking up her granddaughter at the Montessori School she found it difficult to make a left hand turn out of the church parking lot with the stop sign due to the traffic backing up on Peck Avenue.

Chairman Gross closed the public hearing at 7:08 p.m.

Commissioner Stabile expressed his desire to read the emails received prior to the meeting.

At 7:11 PM, there was a recess until 7:25 PM, when the meeting reconvened.

## Discussion

Commissioner Stabile observed that motorist seemed to abide by the stop sign in place at Peck and Curtis Avenue. He did question the need for a stop sign at both Peck and Gates and Peck and Curtis. His concern for the children's safety over rides any other issue people might have with the stop sign and supported leaving them in place.

Commissioner Silverman observed the site and found that there was approximately 1% of the motorist that actually stopped at the intersection the remainder did the rolling, California Stop. He acknowledged that the situation for the Montessori School had changed since City Council's direction to install the stop sign. He stated that the construction at the church has been completed and that the Montessori school was using the church parking lot for drop off and pick up and felt the presence of the crossing guard help enforce the traffic rules. The state does not mandate a stop sign at Peck and Curtis and he would like staff to look into alternatives to a stop sign. He suggested the school could put out an orange cone at peak pick up and drop off hours to alert motorist to school crossing. He supports the removal of the stop signs.

Chair Gross agreed with Commissioner Silverman regarding the change in circumstances at the school now that the church has completed construction. He feels Council's direction was based on the concern for the children's safety during construction. He supports the removal of the stop signs.

Director of Community Development Richard Thompson suggested that the Commission could chose to approve it now or could continue the item to the next meeting in January 2009.



Commissioner Silverman supports the recommendations of the Staff Report.

Chair Gross also supports the Staff Report based on the fact that construction has been completed at the church, that there have been no accidents to date, and his observation that the crossing guard and cross walk appear to be very effective.

#### **Action**

A motion was MADE and SECONDED (Silverman/Gross) to present staff recommendations to City Council on January 6, 2009 and request the Traffic Engineer to consider installing additional traffic control signs on Peck.

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

#### **Request to Evaluate the Location of an Existing Crosswalk: 25<sup>th</sup> Street at Alma Avenue and Vista Drive**

Assistant Planner Esteban Danna presented the Staff Report prepared by Traffic Engineer Zandvliet in May 2008. This evaluation took place after residents complained about the loss of a parking place on Alma Avenue and their concern regarding the visibility of pedestrians at the existing crosswalks at 25<sup>th</sup> Street at Alma Avenue and Vista Drive.

Assistant Planner Danna shared that according to Traffic Engineer Zandvliet's report, staff met with Grandview Elementary School before they decided to move the crosswalk from the north side of the street to the south side of Alma Avenue and 25<sup>th</sup>. The change was completed by Public Works in September of 2008.

Traffic Engineer Zandvliet's report evaluated the need for stop signs and concluded that a sign was warranted at Vista and 25<sup>th</sup> for the safety of pedestrians but that installation of a stop sign at Alma Avenue and 25th could result in more traffic conflicts.

Traffic Engineer Zandvliet report determined that the crosswalks on 25<sup>th</sup> street were in the optimum positions for pedestrian safety.

Chair Gross asked why this item was before the PPIC Commission tonight.

Assistant Planner Danna explained that it was initiated by a petition presented by residents to return the crosswalk to the north side of 25<sup>th</sup> Street at Alma.

Chair Gross contended that the red curb was painted in June of 2008 and residents objected to the loss of a parking place. After his traffic study, Traffic Engineer Zandvliet recommended in his report that they remove the red curb on Alma at 25<sup>th</sup> and that the crosswalk be placed on the south side of the street. Both items were completed by the Department of Public Works in September of 2008.

#### **Audience Participation**

Chairman Gross opened the public hearing at 7:55 p.m.



# SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Lynn	GAROFALO-WRIGHT	[Signature]
2	Leena	Patel	[Signature]
3	MONICA	EVANGELIST	[Signature]
4	Edden		[Signature]
5	FLORA	VALDEZ	[Signature]
6	Ashley	Doniel	[Signature]
7	Lynette	Moran	[Signature]
8	Lorraine	kyou	[Signature]
9	Ette		
10	Holden	Champ	[Signature]
11	<del>MEDET</del>	SENER	[Signature]
12	BEAU	LENNON	[Signature]
13	Ty	EL HANNANISY	[Signature]
14	Biggs	AKIN	[Signature]
15	Sarah	AKIN	[Signature]
16	Robert	Akin	[Signature]
17	Edden	Kaymond	[Signature]
18	Tate	Angela	[Signature]
19	<del>Brandon</del>		
20	<del>Leona</del>		
21	CHRISSE	clay	[Signature]
22	Mary	Fayly	[Signature]
23	JUSTIN	TAM	[Signature]
24	Scotty	Hemstreet	[Signature]
25	Nora		
26	<del>Kevin</del>	<del>Kurt</del>	
27	KELVIN	Kurt	[Signature]
28	Jane	Singer	[Signature]
29	Jasmine		
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EXHIBIT B

Hand delivered at the 1/22/09 PPIC meeting from a representative of the Manhattan Beach Montessori School.  
 Lohana Danna

## SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	FLORENTINA	MARCU	<del>_____</del>
2	Talia	Frederick	Talia Frederick
3	Rina	Dhillon	Rina
4	Michelle	Shanks	Michelle Shanks
5	Angel	Wright Stegall	Angel
6	Michelle	Shanks	Michelle
7	Caroline	Payne	Caroline Payne
8	Marcie	Rhee	Marcie
9	JACK	Clarke	Jack
10	EVAN M	MICHAEL	John
11	Kale	Shelton	John
12	Sandy	Cook	Sandy
13	Jessilyn	Royce	Jessilyn Royce
14	Evan	Sherrill	Evan Sherrill
15	Elan	Shams	Elan Shams
16	Kaitlyn Wring	Wong	Kaitlyn
17	DILLON S	SUTTON	Dillon
18	Tim	BOYD	Tim
19	Jasmine	BOYD	Jasmine
20	Stbastian	TUTOS-ZUB	Stbastian
21	<del>_____</del>		
22	Ashley	NEAL	Ashley
23	Kathryn	Robinson	Kathryn
24	Jack Fisher	Fisher	Jack Fisher
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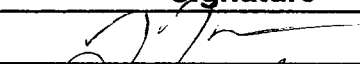
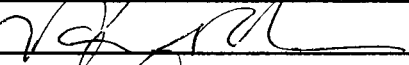
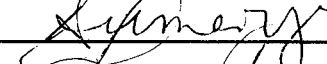

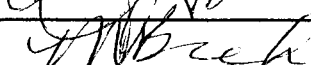
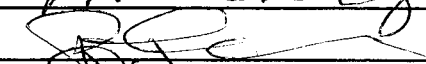
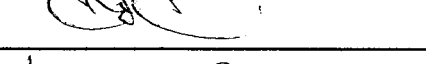
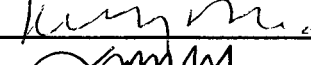
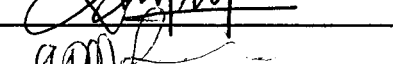
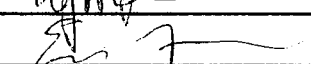
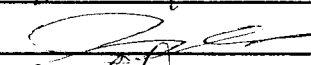

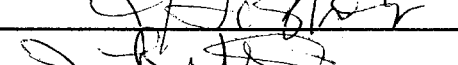
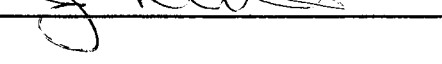

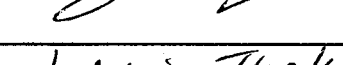
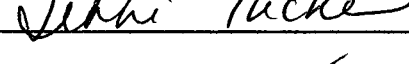
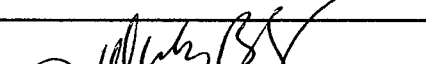
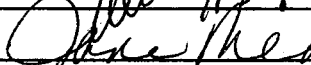

# SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Math	<del>Dubois</del>	<del>Math</del>
2	Nisha	Mehrs	Nisha Mehrs
3	Christine	Hall-Lloyd	Christine Hall-Lloyd
4	RAGUEL	CONRAD	<del>Raguel Conrad</del>
5	<del>Christine</del>		
6	<del>Christine</del>	ALVOVA	<del>Christine</del>
7	ROSALIE	PATEL	Rosalie Patel
8	CYNTHIA	MILSTEIN	Cynthia Milstein
9	Ally	Conley	Ally Conley
10	PAUL	WILSON	Paul Wilson
11	DAVID	FRANCES	David Frances
12	Chris	Chyll	Chris Chyll
13	<del>Se</del>	in	<del>Se</del>
14	<del>Chris</del>	<del>Chris</del>	<del>Chris</del>
15	<del>Christine</del>		
16	<del>Maria</del> Ivanov	TAM	<del>Maria</del> Ivanov
17	<del>Christine</del>	COBI	<del>Christine</del>
18	HENRY	Spencer	Henry Spencer
19	SUGAN	BROWN	Sugan Brown
20	AUDREY	LASRY	Audrey Lasry
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## SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	TODD	TUCKER	
2	Valerie	Rendon	
3	SUMER	YEE	
4	Lisa	Parkes	
5	JANICE	KNES VOLL	
6	Mundy	Beches	
7	R.J	Thomas	
8	Cosy	LITTLE	
9	KELLY	MEADE	
10	ROOPALI	GUPTA	
11	Sofia	Lanza	
12	TUCKER	FONDIMONT	
13	Tyler	Park	
14	Salem	Meade	
15	<del>Willy Bauer</del>	Fisher	
16	Gapid Little		
17	JANICE		
18	Terri	Bauer	
19	<del>HARRY TUCKER</del>		
20	Jenni	Tucker	
21	RO		
22	WENDY	BANIMORE	
23	Salem	Meade	
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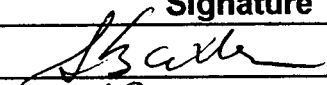
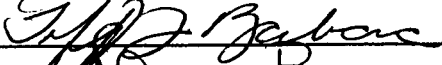
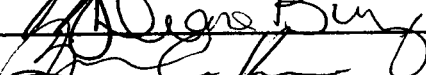
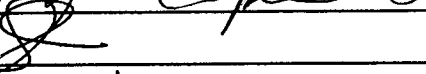
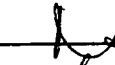
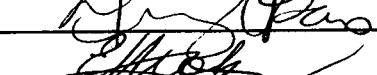
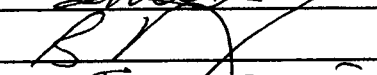
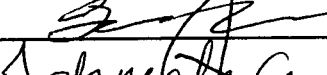
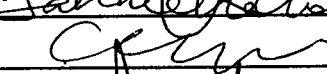
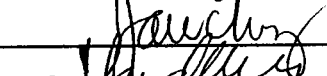
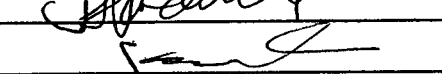
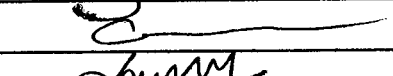

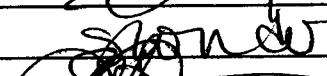
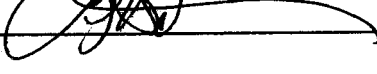
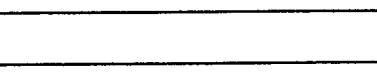
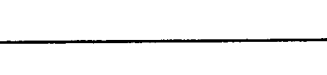
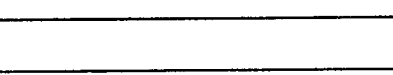
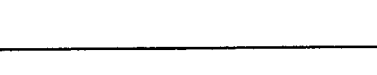

# SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Ruth	Berman	Ruth Berman
2	Nechelle Belitz	belitz	nee bel
3	Jennifer <del>Belitz</del>	Ure	Jennifer Ure
4	Gina	Smith	Gina Smith
5	Alan	Cremin	Alan Cremin
6	Debbie	Nelson	Debbie Nelson
7	JANICE	TAYLOR	JANICE TAYLOR
8	JAMES	MARSDEN	JAMES MARSDEN
9	Kari	Doody	Kari Doody
10	Jesse	SPANGLER	Jesse Spangler
11	Molte	Baumer	Molte Baumer
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## SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Silvia	Batter	
2	Tiffany	Barbara	
3	Diana	Burg	
4	Susan	Kim	
5	Sarah	Brown	
6	NIKKI	GRANDS	
7	Tammy	Pao	
8	Yelena	Gushenko	
9	Becki	Mary	
10	Terence	Chiew	
11	Jahneetra	Crosby	
12	Christine	McClain	
13	Jan	Choy	
14	Sandra	Fuchs	
15	Garob	McClain	
16	Christine	McClain	
17	Rospali	Gupta	
18	Eleanor	Thompson	
19	Sally	London	
20	LOIS	Antelo	
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KAYEN


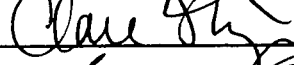
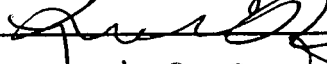
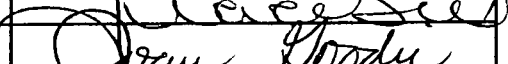
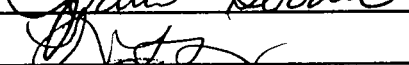

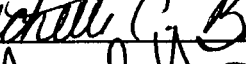



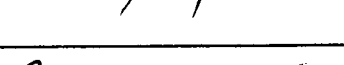
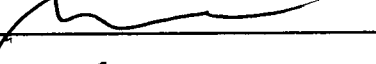
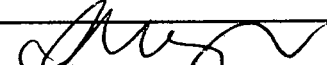

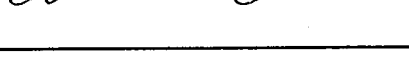
**SAVE OUR STOP SIGN**

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Lisa	Parks	
2	Christina	Wilson	
3	TODD	HARRIS	
4	Timman	Allen	
5	Christine	Avenette	
6			
7	Frank	Kaden	
8	MARY	BURMAN	
9	<del>BARBARA</del>		
10	CRAIG	BARBACCIA	
11	Blaine Carlisle	Gulliver	
12	<del>MARIA HARRIS</del>		
13	Ann	Alliego	
14	<del>Sarah</del> Kuhnman	Kuhnman	
15	<del>Jessie</del> Sahet	J. Sahet	
16	Jenny	Sahet	J. Sahet
17	Micaiah Megan	Imamura	Megan
18	<del>Maria</del> Justin	Wooden	JA
19	Ell	MURASE	Micaiah
20	<del>Walter</del>	<del>REE</del>	<del>Ken</del>
21	Perry	REE	Perry W. Reed
22	ANDRE	<del>Stump</del>	Stump
23	Sophia	Manning	
24	Isabella		
25	<del>Isabella</del>		
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## SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Michelle	Sipi	
2	Clare	Flynn	
3	ROSALIE	PAEHL	
4	TRACI	Jell	
5	Joann	Goodwin	
6	Lara	Kenicki-Lei	
7	Jenny	Au-Hsieh	
8	Michelle	Brane	
9	Michael	Helin	
10	<del>KATHY</del> David	Waz	
11	Ronda	Ferguson	
12	Nancy	Garcia	
13	<del>NANCY</del>		
14	Mike	BRANE	
15	<del>ADRIANA</del>		
16	Emily	Naenn	
17	Charlton	Oshiro	
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# SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtiss

	First	Last	Signature
1	Sandy	Dunlap	Sandy Dunlap
2	Mare	Con	Mare Con
3	Cheryl	Kannamoni	Cheryl Kannamoni
4	Patricia	Yun	Patricia Yun
5	MEUSSA	Hu	MEUSSA Hu
6	Alta	Cabrera	Alta Cabrera
7	Traci	Jell	Traci Jell
8	Jennifer	Arak	Jennifer Arak
9	Becki	May	Becki May
10	Allison	McCauley	Allison McCauley
11	Suzet	Pucci	Suzet Pucci
12	Tracy	Yacobi	Tracy Yacobi
13	Bonnie	Boyer	Bonnie Boyer
14	Walker	Yetter	Walker Yetter
15	Sally	Crosthwait	Sally Crosthwait
16	I		
17	Melanie	Schlemmer	Melanie Schlemmer
18	Monika	Campbell	Monika Campbell
19	LISA	ZADOGAN	LISA ZADOGAN
20	Christine	Milam	Christine Milam
21	Alison	Blaken	Alison Blaken
22	Sue	PERKOWSKI	Sue PERKOWSKI
23	STEVE	BLOCH	STEVE BLOCH
24	<del>Wendy</del>	<del>Bloch</del>	<del>Wendy Bloch</del>
25	Leslie	Lyprin	Leslie Lyprin
26	Colleen	Bloch	Colleen Bloch
27	Glen	Hummel	Glen Hummel
28	Brent	Torres	Brent Torres
29	<del>Patricia</del>	<del>Yun</del>	<del>Patricia Yun</del>
30	Gunnhelle	Gunnhelle	Gunnhelle
31	Cliff	Dorsey	Cliff Dorsey
32	Staci	Brooks	Staci Brooks

Hannah Con  
Kerisa Ho

g: 40 Eleanor  
#1

Sign on box

# SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Julia	Estrada	Julia Estrada
2	BRIAN	Pink	Brian Pink
3	SHARI	KARLISKY	Shari Karlisky
4	<del>Carole</del>	<del>Rosenblum</del>	
5	Peter	Tourigny	Peter Tourigny
6	Lisa	Sear	Lisa Sear
7	Sally	Crosthwaite	Sally Crosthwaite
8	Samantha	Currier	Samantha Currier
9	Craig	Currier	Craig Currier
10	Jerry	Murphy	Jerry Murphy
11	Shirley	Mattison	Shirley Mattison
12	Roger	Spencer 1335 21st St Manhattan Beach	Roger Spencer
13	Jessica	Anderson	Jessica Anderson
14	Lisa	Atkinson	Lisa Atkinson
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**RE-EVALUATION OF THE STOP SIGNS LOCATED  
AT PECK AVENUE AND CURTIS AVENUE**

**CITY COUNCIL  
- PUBLIC HEARING -**

**The City Council will conduct a public hearing to re-evaluate the decision to remove the stop signs located at the intersection of Peck Avenue and Curtis Avenue.**

**WHEN: February 3, 2009 at 6:30 pm  
WHERE: Council Chambers (1400 Highland Avenue)**

**Residents are encouraged to attend and participate. The Staff Report will be available at [www.citymb.info](http://www.citymb.info) on January 30 after 5 pm.  
For additional information, please call Esteban Danna at (310) 802-5514 or email at [edanna@citymb.info](mailto:edanna@citymb.info)**

**EXHIBIT**  
C



**From:** Erik Zandvliet  
**Sent:** Tuesday, January 27, 2009 5:59 PM  
**To:** brianjsinger@aol.com  
**Cc:** Portia Cohen - External email; Richard Thompson; Geoff Dolan  
**Subject:** RE: Peck & Curtis Intersection - Serious Safety Problem

Hello Mr. Singer,

First, let me thank you for your concerns about the safety of our school children. I also feel as you do that we need to do as much as we can to make our streets safer for our citizens.

I wanted to let you know about the additional measures that will be taken when the stop signs were removed. These include additional red curb to remove any sight restrictions caused by parked cars, new high-visibility crosswalk markings, and high-visibility pedestrian crossing signs. I also encourage you to read the staff report at the January 6, 2009 City Council meeting on the City's website that explains some of the reasons why all-way stop signs are not appropriate there.

You mentioned that you have covered stories where drivers don't pay attention to the stop signs or signals and hit pedestrians. As you just proved and studies have found, there is a long list of DISADVANTAGES when stop signs are installed in addition to certain advantages. Stop signs are meant to assign rights-of-way for drivers, and are not speed control devices or safety devices, especially when used at inappropriate locations. The Commissioners and myself seriously weighed the advantages and disadvantages, and determined that the removal of the stop signs is better for the OVERALL safety of all citizens, both pedestrians and the driving public.

Please remember that the stop signs were installed as a temporary measure while the church parking lots were being used for a construction project, and parents and staff had to park on the street. Now that the construction is finished, parents are strongly encouraged to use the off-street parking lots to load and unload their children in a much more controlled location.

The recommendation to remove the stop signs is actually a better condition than before the stop signs were installed in 2007, because there is now a very visible crosswalk where there was none before, and it will remain in place along with an adult crossing guard. Also, a stop sign introduces a new



potential for traffic collisions where there was never a history of accidents, particularly rear end collisions. If liability is any concern, it is that putting a stop sign in an unwarranted location has been found in certain lawsuits to be a partial cause of collisions, not the solution to them.

Thank you again for your involvement in the safety of our community, and we will be considering your concerns at this and other locations along Peck Avenue, especially with our current school area safety study at Pennekamp School.

Erik Zandvliet  
City Traffic Engineer  
City of Manhattan Beach

## **STOP SIGNS**

### **Advantages:**

- May improve pedestrian safety
- Additional stop signs may discourage some cut-through traffic
- Can improve driver visibility
- Perceived by affected residents as a positive step toward solving the problem where other measures are not feasible

### **Disadvantages:**

- May cause non-compliance where no reason for stop sign is evident to drivers
- Not recommended by professional traffic engineers for speed reduction
- Proliferation of stop signs may result in motorists disobeying stop signs elsewhere
- Could result in **increase** in speeds between the signs as drivers try to "make up for lost time"
- May increase vehicle noise at new stop sign location
- May increase traffic congestion as vehicles stop at multiple signs
- Must be followed up with enforcement
- Pedestrians at stop sign intersections may have a false sense of security
- May increase rear-end collisions

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**From:** brianjsinger@aol.com

**Date:** Fri, 16 Jan 2009 10:38:09 -0500

**To:** <pcohen@citymb.info>; <mward@citymb.info>; <aldinger@citymb.info>;



<ntell@citymb.info>; <rmontgomery@citymb.info>

**Subject:** Peck & Curtis Intersection - Serious Safety Problem  
MB City Council Members,

I am a parent of a child attending the Montessori School of Manhattan Beach on Peck Avenue. When I found out what has happened with the vote to remove the stop signs at Peck & Curtis, I am not only concerned, but seriously shocked that there would actually be a vote to remove a safety measure.

As a 20 year veteran television news photographer, I have seen first hand more tragic events than most people see in a lifetime. The most horrifying of all of them is when I have had to cover stories where children have been killed by drivers plowing into them in the middle of a crosswalk. Many times it can even happen with stop signs or traffic lights in place, because the drivers are not paying attention at all. With drivers (irresponsibly and illegally) using cell phones and texting devices, the risk is now even greater. To remove the **extra safety measure** is increasing the risk that a tragic event will happen there. Other very important factors:

-Drivers already approach the intersection of Peck & Curtis at speeds that exceed the speed limit, and then slam on their brakes. With no stop sign, they will travel even faster through the area.

-Many of those drivers are very young. Mira Costa students rushing to get to school don't have a lot of experience and may not be prepared to stop when someone walks into the intersection.

-The crossing guard is NOT there everyday. Over the past few weeks, there have been several days when she has not been there.

Is there a slight inconvenience for local residence? Maybe. But is it worth the life of a child? No. Just because an automobile is built to be safer with air bags and other safety devices, do we then remove the seat belts? No. That is because we INCREASE safety, we don't take safety measures away, especially when there are children present.

Please reconsider this issue. Whatever inconveniences the signs may cause can not possibly compare to the potential tragedy and heartache if removed.

Thank you for your time,

Brian Singer

Dr. Diane Tam Singer  
310.372.6511

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**A Good Credit Score is 700 or Above. See yours in just 2 easy steps!**

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

**From:** Erik Zandvliet [mailto:ezandvliet@willdan.com]

**Sent:** Monday, January 26, 2009 5:57 PM

**To:** Esteban M. Danna; Monika Campbell

**Cc:** Erik Zandvliet; Richard Thompson; Geoff Dolan

**Subject:** RE: Stop Signs at Peck/Curtis-response from Traffic Engineer

Hi Ms. Cambell,

First, let me thank you for your concerns about the safety of our school children. I also feel as you do that we need to do as much as we can to make our streets safer for our citizens.

You asked about the plan for the additional measures to be taken when the stop signs were removed. These include additional red curb to remove any sight restrictions caused by parked cars, new high-visibility crosswalk markings, and high-visibility pedestrian crossing signs. I'm sorry I don't have a plan that shows this yet, since we are on hold until we receive direction from the City Manager/City Council.

I'm happy that you saw the City's Neighborhood Traffic Management Handbook. As you can see, there is a long list of Disadvantages when stop signs are installed as well as the advantages. The Commissioneers and myself have seriously weighed the advantages and disadvantages, and determined that the removal of the stop signs is better for the OVERALL safety of all citizens, both pedestrians and the driving public.

Please remember that the stop signs were installed as a temporary measure while the church parking lots were being used for a construction project, and parents and staff had to park on the street. Now that the construction is finished, parents are strongly encouraged to use the off-street parking lots to load and unload their children in a much more controlled location.

The recommendation to remove the stop signs is actually a better condition than before the stop signs were installed in 2007, because there is now a very visible crosswalk where there was none before, and it will remain in place along with an adult crossing guard. Also, a stop sign introduces a new potential for traffic collisions where there was never a history of accidents. If liability is any concern, it is that putting a stop sign in an unwarranted location has been found in certain lawsuits to be a partial cause of collisions, not the solution to them.

Thank you again for your involvement in the safety of our community, and we will be considering your suggestions at this and other locations along Peck Avenue, especially with our current school area safety study at Pennekamp School.

Erik Zandvliet  
City Traffic Engineer  
City of Manhattan Beach

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**From:** Esteban M. Danna [mailto:edanna@citymb.info]  
**Sent:** Monday, January 26, 2009 3:59 PM  
**To:** Monika Campbell  
**Cc:** Erik Zandvliet; Erik Zandvliet  
**Subject:** RE: Stop Signs at Peck/Curtis

Ms. Campbell,

The stop signs at Peck and Curtis will not be removed until we get further direction from the City Council. There is no set process for how this item will transpire. At this time, Staff does not have a way to reschedule the item for hearing. It is the responsibility of at least one City Council member to bring it up during a meeting and request it to be put on the agenda of a future Council meeting. The next City Council meeting will be tomorrow (1/27/09) at 6:30 pm at City Hall.

I forwarded your email to the Traffic Engineer and will contact you to address your other questions. Please contact me if you have further questions.

Thank you,

Esteban Danna

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

**From:** Monika Campbell [mailto:monikacampbell@adelphia.net]  
**Sent:** Sunday, January 25, 2009 11:14 PM  
**To:** Esteban M. Danna  
**Subject:** FW: Stop Signs at Peck/Curtis

Dear Mr. Danna,  
My name is Monika Campbell, I spoke to the PPIC during the January 22, 2009 meeting. At that time you asked me to forward my concerns. Please see the email below, it was sent to the City Council on January 21, 2009.

I have a few follow-up questions:

1. Removal of the stop signs has been put on hold. Can you please define how the process will transpire going forward.

2. Mr. Zandvliet indicated a new plan with safety measures has been written. Is that plan available for review/comment?

3. I read the "*Traffic Management Handbook*", (see Stop Sign section attached). The handbook states that stop signs are Traffic Control Measures for slowing down traffic, improve pedestrian safety and driver visibility, and are inexpensive. Please check with Mr. Zandvliet, the existing stop signs may be worth keeping if secondary safety measures are added.

Thank you for your time and consideration. Feel free to contact me.

Best regards,  
Monika Campbell  
Contact: (310)920-9057

<<...>>

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**From:** Monika Campbell [mailto:monikacampbell@adelphia.net]  
**Sent:** Wednesday, January 21, 2009 10:40 PM  
**To:** 'mward@citymb.info'; 'pcohen@citymb.info'; 'jaldinger@citymb.info'; 'ntell@citymb.info'; 'rmontgomery@citymb.info'

**Subject:** Stop Signs at Peck/Curtis

Dear City Council members,

I would like to quickly address the "Stop Signs at Peck/Curtis". I have reviewed reports written by Traffic Engineer, Erik Zandvliet, dated May 15, 2007 and December 4, 2008. I have also learned that on January 6, 2009 an early decision was made to remove the stops signs.

Please consider the following questions/concerns:

1. Why would "only" a Traffic Engineer evaluate the need for stop signs on a street where 3 consecutive schools exist? An engineer's perspective is typically how to maintain traffic flow. His first recommendation opposed the stop signs. Why would his second evaluation be different? And, why was this the only information considered on the January 6th decision to remove the stop signs?

2. Is a **Safety Engineer** available to assess the current safety hazards on Peck Ave.? Is there a plan for new safety measures on Peck Ave.? This street cries "tragic accident waiting to happen". What will change now?

a. Increased **Risk** to cross the street, hazard to children and parents.  
b. Increased speed in both directions on Peck Ave.  
c. Increased difficulty entering/exiting church parking lot, located adjacent to Montessori School.

3. What is the city's **Liability** in the event that someone does get hurt or killed on Peck Ave.? How will the city defend going from a safer environment to one

less safe, after the stop signs are removed?

Proposed suggestions or alternatives to stop signs:

1. Add a flashing caution light to replace to stop signs, lights only activated by push button (this type light was installed at 330 S. Pacific Coast Hwy, Redondo Beach, CA 90277). More options on this alternative can be viewed at the following weblink: [http://www.xwalk.com/?gclid=CJP5\\_rnBoZgCFQETGgodmUX5mQ](http://www.xwalk.com/?gclid=CJP5_rnBoZgCFQETGgodmUX5mQ).

2. Add speed bumps along Peck Ave.

3. Reduce speed limit during school hours from 25 mph to 15 mph on Peck Ave.

Thank you for taking the time to read and consider my proposed questions, concerns and suggestions. Please feel free to contact me at any time.

Best regards,  
Monika Campbell  
Contact # (310) 920-9057

## Richard Thompson

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**From:** Phil Toomey [PToomey@CRTLAWFirm.COM]  
**Sent:** Wednesday, January 28, 2009 4:20 PM  
**To:** Richard Thompson  
**Cc:** John and Judy Ernst  
**Subject:** Stop Sign- Peck and Curtis

**Attachments:** 20090128-155952-Peck and Curtis Stop Sign Petition.PDF



20090128-155952-  
Peck and Curti...

Thanks for our chat.

Attached is the petition that I spoke about. My guess is that there are about 150-200 signatures on it.

I also repeat the offer that Montessori School, of MB would be willing to make a contribution towards the cost of replacing the two vandalized signs.

Thanks again.





# SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Lynn	GAZARZO - WILCHT	[Signature]
2	Leena	Patel	[Signature]
3	MONICA	EVANGELIST	[Signature]
4	Edden		[Signature]
5	FLORA	VALDEZ	[Signature]
6	Ahlee	Donial	[Signature]
7	Lynette	Morum	[Signature]
8	Lorraine <del>Hyon</del>	hyon	[Signature]
9	Hte		
10	Holden	Chang	[Signature]
11	<del>MET MURPHY</del>	SENER	[Signature]
12	BEAU	LENNON	[Signature]
13	Ty	EL Hammerist	[Signature]
14	Bugs	AKIN	[Signature]
15	Sarah	AKIN	[Signature]
16	Robert	Akin	[Signature]
17	Eileen	Kayouvid	[Signature]
18	tate	Angela	[Signature]
19	<del>FRANCIS</del>		
20	<del>LENO</del>		
21	CHRISSE	clay	[Signature]
22	<del>Mary</del> Mary	<del>FAIRLY</del> FAIRLY	[Signature]
23	Justin	TAM	[Signature]
24	Scotty	Hemstreet	[Signature]
25	<del>Mary</del>		
26	<del>KELVIN</del>	<del>KURT</del>	[Signature]
27	KELVIN	KURT	[Signature]
28	Hane	Singer	[Signature]
29	Jasmin N		
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## SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	EMERSON	MARCO	
2	Tom	FRANK	
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7	CONOR		
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12	Yordan	LUKE	
13			P. Robinson
14			
15	Elan	Shams	
16	Kaitlyn Wring	WONG	
17	DILLON S	SUTTON	
18	Tim	BOYD	
19	Jasmine	BOYD	
20	Sebastian	TUTOS-ZUB	
21			
22	Ashley	NEAL	
23	Kathryn	ROBINSON	
24	Jan	FRANK	
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## SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Math	Duncan	
2	Nisha	Mehta	
3	Christine	Hall-Lloyd	
4	RAGUEL	CONRAD	
5	<del>CHRISTINE</del>		
6	CHRISTINE	ALVOVA	
7	ROSALIE	PATEL	
8	CYNTHIA	MILSTEIN	
9	Aily	Courley	
10	PAUL	WILSON	
11	DAVID	FRANCOISE	
12	Chris	Cully	
13	<del>CHRISTINE</del>		
14	CHRIS	<del>CHRIS</del>	
15	<del>CHRISTINE</del>		
16	TRACY	TAM	
17	<del>TRACY</del>		
18	HENRY	SPATE	
19	SMALL	BROWN	
20	AUDREY	LARRY	
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## SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Tom	...	...
2	Valerie	Keaton	Valerie Keaton
3	Sarah	...	...
4	...	...	...
5	...	...	...
6	Mindy	...	...
7	RT	Thomas	...
8	...	...	...
9	KELLY	MARIE	Kelly Marie
10	KOOPALI	GUPTA	Koopali Gupta
11	...	...	...
12	Teresa	...	...
13	Tyler	...	...
14	...	...	...
15	...	...	...
16	...	...	...
17	Gauer	...	...
18	TERRI	Gauer	Terri Gauer
19	<del>...</del>	...	...
20	Jinni	Tucker	Jinni Tucker
21	...	...	...
22	WENDY	...	...
23	Suzanne	Wheade	Suzanne Wheade
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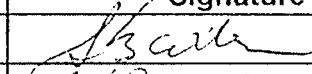
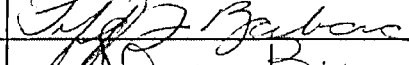
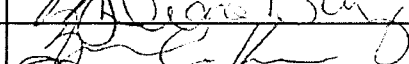
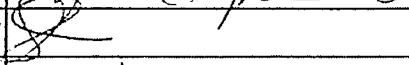

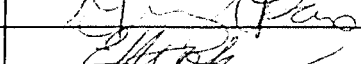
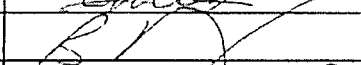
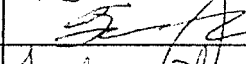
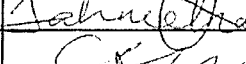
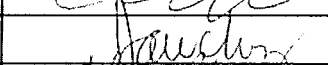

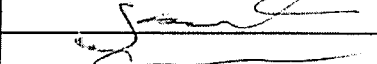
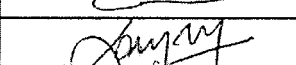

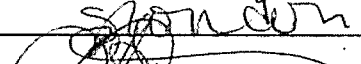
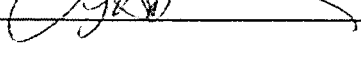
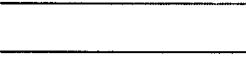


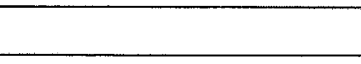
## SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Ruth	Berman	Ruth Berman
2	Michele Belite	Belite	Michele Belite
3	Jennifer	Ure	Jennifer Ure
4	Gina	Smith	Gina Smith
5	Alan	Cresin	Alan Cresin
6	Debra	Nelson	Debra Nelson
7	JANICE	TAYLOR	JANICE TAYLOR
8	JAMES	MARSHEN	JAMES MARSHEN
9	Kari	Doddy	Kari Doddy
10	Joyce	SPANGLER	Joyce Spangler
11	Mother	Baumr	Mother Baumr
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## SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Silvia	Battler	
2	Tiffany	Barbara	
3	Diana	Burg	
4	Susan	Kim	
5	Sarah	Brown	
6	NIKKI	GRAND	
7	Tammy	Pan	
8	Yelena	Gushenko	
9	Becki	Mom	
10	Terance	Chiu	
11	Tahneetra	Crosby	
12	Christine	McClain	
13	Jan	Choi	
14	Sandra	Fuchs	
15	Carole	McClain	
16	Christine	McClain	
17	Rospali	Gupta	
18	Eleanor	Thompson	
19	Sally	London	
20	LOIS	Antelo	
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# SAVE OUR STOP SIGN


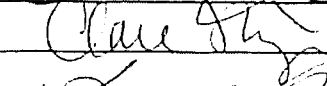
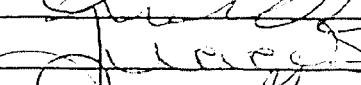

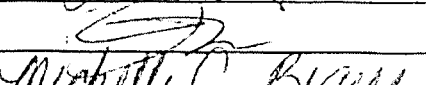
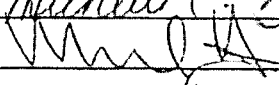
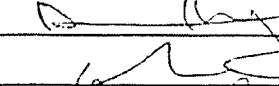
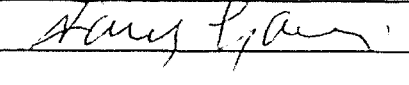
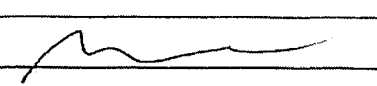
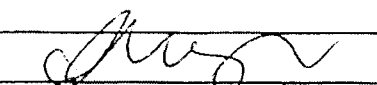
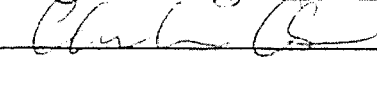
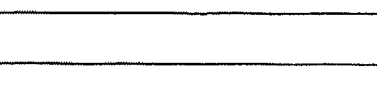


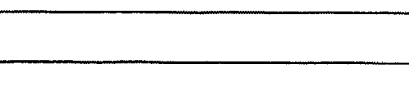
By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Lisa	Parks	
2	Christina	Wilson	
3	TODD	HARR	
4	Timman	Allen	
5	Christine	Avenatti	
6			
7	Frank	Kaden	
8	MARCI		
9	<del>FRANK BARBACCIA</del>		
10	CRAIG	BARBACCIA	
11	<del>Debra</del> Saulini	Sullivan	
12	<del>MARCI HARR</del>		
13	Ann	Alliegro	
14	<del>Sarah</del> Kuhnman	Kahnman	
15	<del>g. Saket</del>	<del>g. Saket</del>	
16	gummy	Saket	
17	Michael Megan	Imamura	
18	<del>Justin</del>	<del>Ward</del>	
19	EM	MURASE	
20	<del>Walter</del>	<del>Ree</del>	
21	PERCY	REE	
22	ANDRE	<del>Jim</del>	
23	Sophia	Manning	
24	Isabella		
25	<del>Rachel</del>		
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*Handwritten note:* K... ..

## SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Michelle	Sipi	
2	Clare	Flynn	
3	ROSALIE	PATEL	
4	Traci	Jill	
5	Joann	Goodwin	
6	Lara	Kenick-Lavi	
7	Jenny	Au-Hsueh	
8	Michelle	Brane	
9	Michael	Helin	
10	<del>Kenneth David</del>	Wong	
11	Ronda	Ferguson	
12	Nancy	CLARIG	
13	<del>NATHAN</del>		
14	Mike	BRANE	
15	<del>ADRIAN</del>		
16	Smy	Nanna	
17	Charleen	Osorio	
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	First	Last	Signature
1	Sandy	Dunlap	Sandy Dunlap
2	Mare	Con	Mare Con
3	Cheryl	Kahnmann	Cheryl Kahnmann
4	Patricia	Yuan	Patricia Yuan
5	MEISSA	Hu	MEISSA Hu
6	Alta	Gabrea	Alta Gabrea
7	TRACI	Jell	TRACI Jell
8	Jennifer	Arak-	Jennifer Arak-
9	Becki	May	Becki May
10	Alison	McCauley	Alison McCauley
11	SARAH	Pucci	SARAH Pucci
12	Tracy	Yacobi	Tracy Yacobi
13	Honnie	Boyer	Honnie Boyer
14	Walker	Wetson	Walker Wetson
15	Sally	Crosthwaite	Sally Crosthwaite
16	I		
17	Melanie	Schlemmer	Melanie Schlemmer
18	Monika	Campbell	Monika Campbell
19	LISA	ZADROYAN	LISA ZADROYAN
20	Christine	McLean	Christine McLean
21	OLIVIA	Blakely	OLIVIA Blakely
22	Sue	Perranowski	Sue Perranowski
23	STEVE	BLOCH	STEVE BLOCH
24	<del>Wanda</del>	<del>Blakely</del>	<del>Wanda Blakely</del>
25	Leslie	Lyrim	Leslie Lyrim
26	Colleen	Black	Colleen Black
27	Glen	Hammel	Glen Hammel
28			
29	<del>Christine</del>	<del>McCauley</del>	<del>Christine McCauley</del>
30	Annabelle	Gundlach	Annabelle Gundlach
31	Ryker	Dorsey	Ryker Dorsey
32	Staci	Brooks	Staci Brooks

Hannah Con  
Kerisa Ho

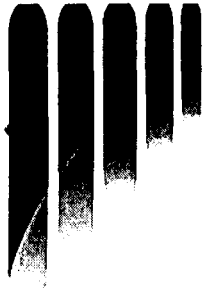
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Sign on back

# SAVE OUR STOP SIGN

By signing below we are showing our support to save the stop signs at Peck and Curtis!

	First	Last	Signature
1	Julia	Falcada	Julia Falcada
2	BRIAN	PINK	Brian Pink
3	SHARI	KARILSKY	Shari Karilsky
4	<del>CAROL</del>	<del>REINHOLD</del>	
5	Peter	Tourigny	Peter Tourigny
6	isa	SOAR	isa Soar
7	Jally	Crosby	Jally Crosby
8	Samantha	URRICH	Samantha Urrich
9	Craig	URRICH	Craig Urrich
10	MAX	Muller	Max Muller
11	Samuel	MATHER	Samuel Mather
12	Roger	Spencer	Roger Spencer
13	Jessica	Anderson	Jessica Anderson
14	Lisa	Atkinson	Lisa Atkinson
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# Carico·Rice·Toomey LLP


A PARTNERSHIP OF LAW CORPORATIONS

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## MEMORANDUM

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**TO:** ESTEBAN DANNA  
ASSISTANT CITY PLANNER  
CITY OF MANHATTAN BEACH

**FROM:** PHIL TOOMEY 

**SUBJECT:** REMOVAL OF STOP SIGN  
PECK AND CURTIS AVENUE

**DATE:** 01/29/09

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### Introduction.

Thank you for taking the time of speaking with me this afternoon. As I indicated to you, I represent Montessori School of Manhattan Beach, which is located at 315 S. Peck Avenue.

I understand from the City Manager that you are preparing a supplement to the Staff Report regarding the removal of the stop sign at Peck and Curtis Avenues. My client, and the parents of the students who attend the Montessori Peck Avenue campus, are strongly opposed to the removal of the stop sign.

Irrespective of "engineering surveys", removal of the stop sign will compromise the safety of the children. While it may be inconvenient for some motorists to stop, that inconvenience must be balanced against the reality of what is occurring at the intersection. The reality is that small children are regularly present, and utilize crosswalk. Those children barely come to the level of the headlights on a normal automobile. Requiring motorists stopped at the intersection is nothing more than exercising an additional layer of safety for the most vulnerable in our community.

It should also be pointed out that the crosswalk is utilized by elderly members of the community when they attend church services. The stop sign provides an additional layer of safety for those individuals, as well.

**Peck/Curtis Stop Sign Memorandum**  
**January 22, 2009**

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**Partners in Safety.**

My client is not requesting that the City stand alone in promoting the safety of the children at the intersection. As you are probably aware, the Montessori Peck Avenue campus bears the expense for a crossing guard at the location. While this provides an additional layer of safety, it is only one of several partnership steps between the school and local government to ensure student safety.

The school is aware that some misguided individuals have vandalized the stop sign on at least two occasions. Montessori Peck Avenue campus stands ready to reimburse the City for the cost of replacing or repairing the stop sign, including reimbursement for labor. The school believes that by making this a non-budget issue, the primary issue of safety and a partnership between the school and City will remain the primary focus for the discussion.

**General Vicinity Review.**

The stop sign at Peck and Curtis Avenues is not the only stop sign designed primarily for student safety. In the immediate vicinity of the Montessori Peck Avenue campus there are other stop signs that are for the apparent primary purpose of ensuring the safety of student crossings.

Immediately north of the Montessori Peck Avenue campus, near intersection of Peck and Gates Avenues, is a stop sign. Since this is a "T" intersection, the logical conclusion is that the stop sign is to assist students who are attending the Aurelia Pennekamp Elementary School. Slightly north of this stop sign, near the intersection of Peck Avenue and 1st Street, is a permanently attached warning sign in the middle of the street indicating a second "school zone" crosswalk. The City has obviously determined that in this "school zone area", some minor inconvenience in requiring motorists to stop is justified by the overriding student safety concerns.

Motorists driving north on Peck Avenue crest a small hill before they descend to the intersection of Peck and Gates Avenue. That small hill is significant. Motorists driving in a southbound direction (towards Artesia and Mira Costa High School) would also crest the same hill immediately before coming upon the Curtis crosswalk, utilized by even smaller students. A northbound motorist is required to stop at Gates. However, without the stop sign at Curtis, for the southbound driver there is no similar restriction. The potential danger is the same, if not in fact greater due to the younger age of the students attending the Montessori campus. Since both Gates and Curtis Avenues are "T" intersections with Peck, this same safety concern supports both stop signs.

For the high school students, there is a stop sign near the intersection of Peck and Voorhees Avenue. Again, since this is a "T" intersection, the obvious reason for the stop sign is student safety. Arguably, high school students should be more aware of their

**Peck/Curtis Stop Sign Memorandum**  
**January 22, 2009**

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circumstances and their personal pedestrian safety. If there is a bona fide concern for high school student safety at that intersection, a similar concern should extend to the students attending the Montessori campus.

Finally, there is a stop sign near the intersection of Peck and Nelson Avenues. This again is a "T" intersection, although there is an entrance for the Mira Costa parking lot servicing high school students.

Missing from the existing staff report one important element. That is the vehicle parking that is permitted on the east side of Peck Avenue during the hours when students are utilizing the Curtis crosswalk. Parking is allowed up to the immediate intersection of Peck and Curtis Avenues. On any given morning one can locate SUV's, pickup trucks or other full-size vehicles parked immediately adjacent to, and visually impairing, the crosswalk area. Since the students utilizing the crosswalk are very small, requiring motorists to stop provide an additional layer of protection. A small student using the crosswalk may inadvertently fail to look around the park vehicles for oncoming traffic. Having traffic stopped may well prevent a unnecessary tragedy.

It is fairly apparent that this is a school zone. Little criticism can honestly be leveled against efforts to further promote safety, especially in favor of smaller children.

**Issues Related to the Construction of the Church.**

There are a number of issues in the Staff Report that will be discussed at the City Council meeting. I would like to discuss one item, related to construction that occurred at the church, since I was intimately involved in that matter.

During construction at the church, all vehicles related to the construction were required to enter and exit off of South Rowell Avenue. This again was required by the City to promote student safety. While I am uncertain as to all of the thoughts that may have gone to the minds of the decision-makers, I'm fairly confident that the issue of the crosswalk and stop sign at Curtis Avenue was a separate and independent, albeit parallel, discussion to the construction traffic issue.

Prior to construction, during construction, and currently, parents of students attending the Montessori campus utilize the upper parking lot of the Church for drop-offs and pick-ups. This does not change the safety issue as it relates to having a stop sign at the intersection. If anything, it increases the need to have traffic at the intersection stop, since the private driveway that services the upper parking lot is in the immediate vicinity of the Peck and Curtis Avenues intersection.

**Peck/Curtis Stop Sign Memorandum**  
**January 22, 2009**

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**Conclusions.**

As indicated above, the Montessori Peck Avenue campus remains fully committed to provide for the safety of its students. It is willing to enter into partnership with the City to enhanced safety to the maximum extent possible. Having a stop sign at the intersection of Curtis and Peck Avenues, especially in light of the similarly situated stop signs for Aurelia Pennekamp Elementary School and Mira Costa High School, continues the proactive steps in favor of student safety. The Montessori campus stands willing to share the cost of having this enhanced safety effort. It looks forward to the City's concurrent contribution of simply allowing the intersection to be controlled.

Please include this memorandum as part of the agenda materials for the meeting next Tuesday evening.

Judy + John,  
This was faxed to me from Peck.

Diane

(310) 376-0922

LAW OFFICES OF  
ANTHONY D. SCOTT  
120 FISHERMAN'S WHARF  
REDONDO BEACH, CALIFORNIA 90277

FAX (310) 374-2647

January 27, 2009

FROM!

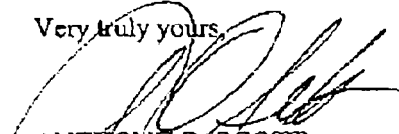
Montessori School of Manhattan Beach  
Diane White, Principal  
315 S. Peck Avenue  
Manhattan Beach, CA 90266

Dear Ms. White:

Please find enclosed herewith a letter that I sent to each of the city councilpersons regarding the removal of the stop signs at Peck Avenue and Curtis Avenue.

I hope that something might be done to stop the removal of said stop signs.

Very truly yours,

  
ANTHONY D. SCOTT  
ATTORNEY AT LAW

ADS:mmn  
encl.

TO PHIL: 1/29/09  
PAGE 1 OF 3

COPY

LAW OFFICES OF  
ANTHONY D. SCOTT  
120 FISHERMAN'S WHARF  
REDONDO BEACH, CALIFORNIA 90277

(310) 378-0922

FAX (310) 374-2647

January 27, 2009

Richard Montgomery  
Mayor City of Manhattan Beach  
City Hall  
1400 Highland Avenue  
Manhattan Beach, CA 90266

Dear Mr. Montgomery:

It has come to my attention that the "stop signs" for North/South traffic at the corner of Peck Avenue and Curtis Avenue are going to be removed.

I have no idea why this is a good idea though I will enumerate reasons why it is a bad idea:

1. The crosswalk services students going to Pennekamp Elementary, to Montessori School of Manhattan Beach, to Mira Costa, and to Manhattan Beach Community Church.
2. The crosswalk makes it safer for everyone that crosses Peck Avenue at that corner.
3. The crosswalk is used both by students, their parents, senior citizens, and everyone else in the local community that attends any functions at the schools or church.
4. The crosswalk is used 7 days a week.
5. The crosswalk is used by pet owners walking their dogs.
6. The stop signs are relied upon by westbound traffic to make safe right and left turns.
7. The stop signs slow North/South traffic.
8. The stop signs are directly across from the church and the Montessori School of Manhattan Beach.
9. Each year we have a whole new group of new drivers at Mira Costa. The stop signs promote slower speeds around the schools and church. The stop signs specifically make it safer for senior citizens and children attending church and school.
11. The corner is the location used by parents to drop off and pick up children at the (monte) school.



Manhattan Beach Letter

Page 2

January 27, 2009

It is clear that the stop signs slow down traffic and give pedestrians a chance to cross the street in a safer manner than if the signs are removed. It is clear if there were no signs at this intersection the local community would be asking for them.

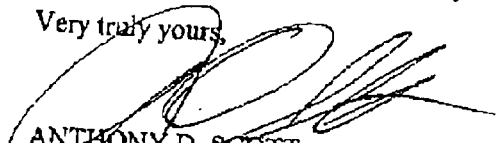
I am asking that the stop signs remain for public safety and to slow down already anxious drivers. I respectfully request that the City Council reverse the decision to take them out.

I am sure that studies were conducted prior to the stop signs being placed where they are and there is no change in conditions that warrant removal. In fact, the public is used to the presence of the stop signs and removal could cause harm to those that do not realize they have been removed.

If the stop signs are removed, this letter serves as notice to the City of an unsafe condition that the City is aware of since the City placed the signs at the location in the first place. Any accidents at the intersection based on the removal of the signs I would think would cause liability and harm to our city.

Safety should be our number one priority to protect the children and the public attending any of one of the institutions that are side by side on Peck Avenue.

Very truly yours,

  
ANTHONY D. SCOTT  
ATTORNEY AT LAW

ADS:nmm

- cc: Roger V. Wadden, Jr., Manhattan Beach City Attorney
- Dale Keldrauk, Principal Pennekamp Elementary
- Julie Ruisinger, Principal Mira Costa High School
- Diane White, Principal Montessori School of Manhattan Beach
- Rev. John Calhoun, Manhattan Beach Community Church

