



Agenda Item #: 06/1108.15

Staff Report

City of Manhattan Beach

TO: Honorable Mayor Tell and Members of the City Council

THROUGH: Geoff Dolan, City Manager *GD*

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

DATE: November 8, 2006

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

RECOMMENDATION:

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

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

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

FISCAL IMPLICATION:

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

BACKGROUND:

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

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

DISCUSSION

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

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

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

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

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

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

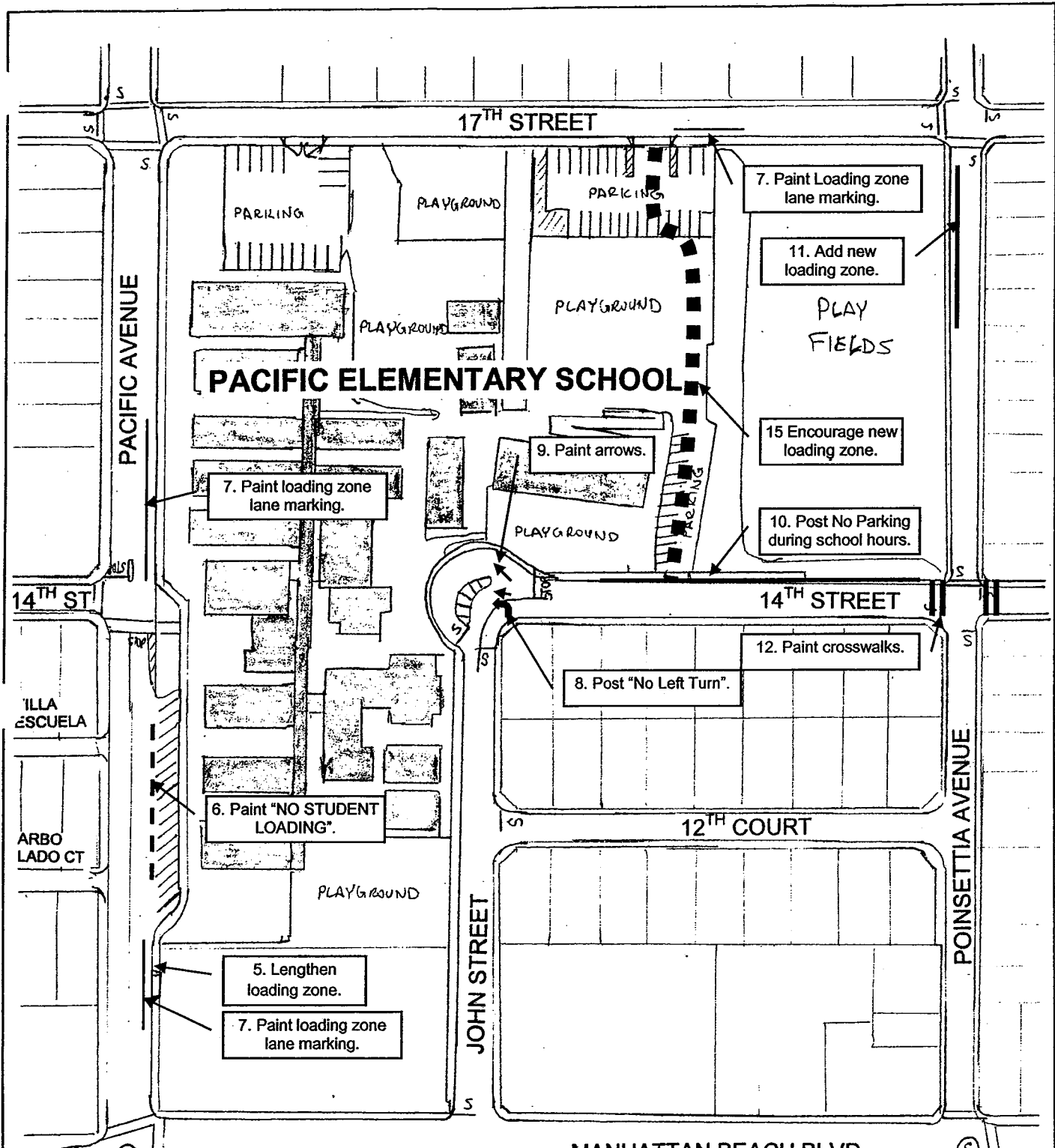
The Commission voted (3-0, Donahue and Paralusz absent) to recommend approval of a program of 20 mitigation measures on a trial basis for six months. If the plan is approved a follow-up evaluation would be conducted to determine if it has proven effective and/or needs to be modified.

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

ALTERNATIVES:

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

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



GENERAL RECOMMENDATIONS

- 1. Replace school signs.
- 2. Regular traffic/parking enforcement.
- 3. Paint school crosswalks annually.
- 4. Change school loading zone hours.
- 5. Lengthen loading zone.
- 6. Paint "NO STUDENT LOADING".
- 7. Paint loading zone lane marking.
- 7. Paint Loading zone lane marking.
- 7. Paint loading zone lane marking.
- 8. Post "No Left Turn".
- 9. Paint arrows.
- 10. Post No Parking during school hours.
- 11. Add new loading zone.
- 12. Paint crosswalks.
- 15. Encourage new loading zone.
- 16. Prepare Suggested Routes Map.
- 19. Study feasibility of limited time visitor parking in loading zone.
- 20. Study relocation of all loading on Pacific to on-campus loading area.

SCHOOL ACTIONS

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



City of Manhattan Beach
 Department of Community Development

**PACIFIC ELEMENTARY SCHOOL
 TRAFFIC SAFETY RECOMMENDATIONS**

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

1. Pacific Elementary School Area Study – Initial Recommendations

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

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

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

DRAFT

Audience Participation

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

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

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

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

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

Discussion

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

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

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

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

DRAFT

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

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

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

Action

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

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

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

DRAFT

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

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

RECOMMENDATION:

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

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

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

BACKGROUND:

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

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

DISCUSSION:

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

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

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

PUBLIC AND SCHOOL CONCERNS

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

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

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

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

FINDINGS:

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

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

INITIAL RECOMMENDATIONS

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

Initial City Recommendations

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

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

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

14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
This action will help reduce the number of vehicles near the school during drop-off/pick-up times. It will also reduce the time that drivers spent in the loading zone line.
15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.
This action will significantly improve circulation and student safety by providing an extended off-street loading zone, thereby reducing street congestion and vehicle-pedestrian interaction. Access could be provided via existing gates, with cones positioned to direct traffic. The existing loading zone(s) on Pacific Avenue and/or 14th Street could then be converted to additional curb parking for residents and school visitors.
16. Prepare Suggested Routes to School map for distribution to parents.
This action will help educate parents and students of the preferred routes when walking or biking to school. It can be used to encourage more walking to school, thereby reducing traffic congestion on streets surrounding the school.
17. Encourage the school to distribute traffic safety handouts regularly throughout the school year.
This action will remind school staff, students, parents and other users to follow the recommended driving, walking and parking practices in order to reduce potential residential impacts.

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

RECOMMENDATION:

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

ATTACHMENTS:

Neighborhood Vicinity Aerial Map
Proposed School Area Improvements Sketch

Correspondence
Meeting Notice, 9/14/06



17TH ST

PACIFIC AVE

14TH ST

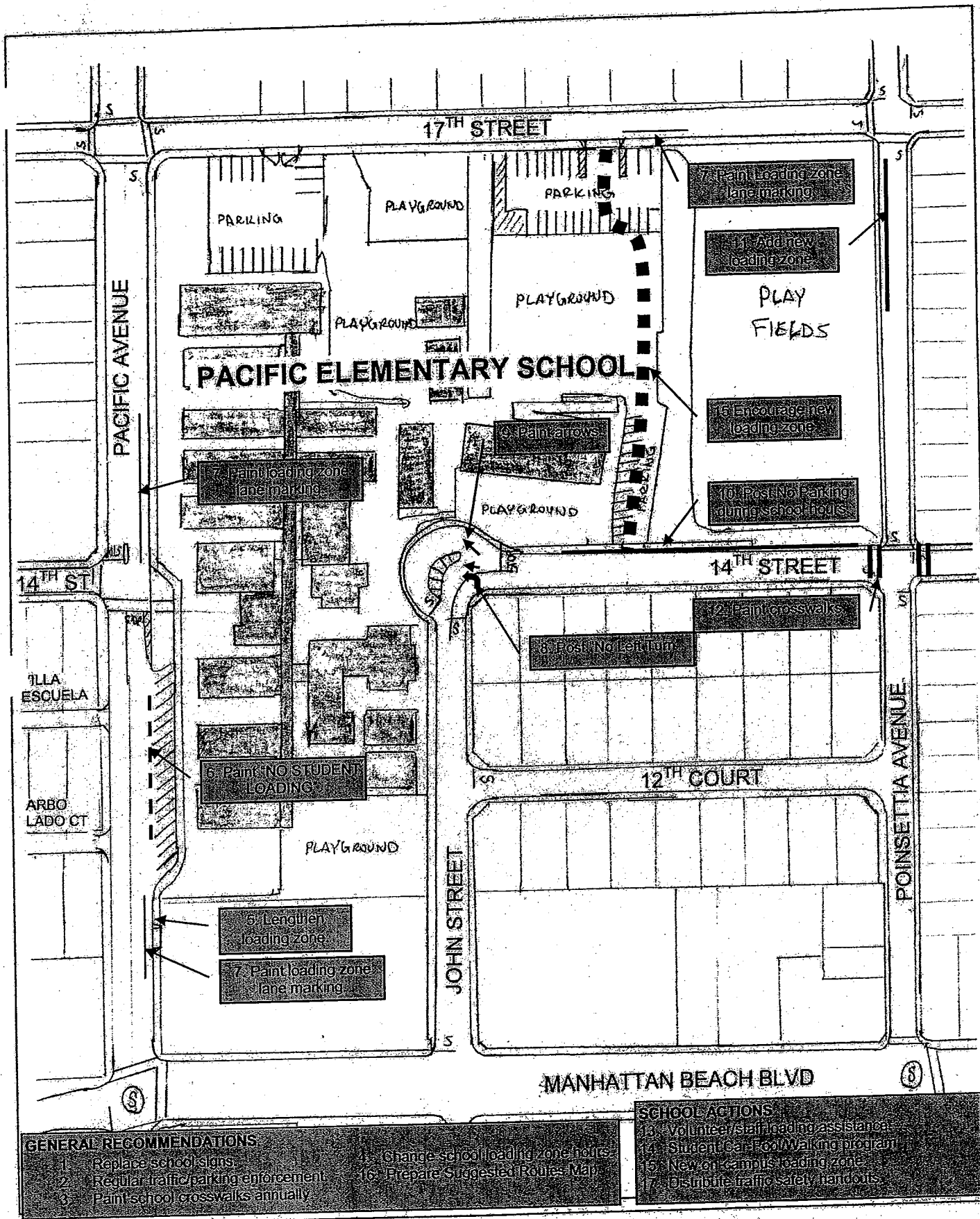
14TH ST

12TH CT

JOHN ST

POINSETTIA AVE

MANHATTAN BEACH BLVD



GENERAL RECOMMENDATIONS

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

SCHOOL ACTIONS

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



City of Manhattan Beach
Department of Community Development

**PACIFIC ELEMENTARY SCHOOL
TRAFFIC SAFETY RECOMMENDATIONS**

9/12/06

Rob Osborne

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

Dear Rob,

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

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

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

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

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

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

Andre Affleck

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

08/21/2006

Rob Osborne

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

Good Morning Rob,

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

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

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

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

Sincerely,

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

08/21/2006

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

August 17, 2006

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

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

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

CONCERNS

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

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

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

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

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

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

I spoke to the school personnel after that.

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

SUGGESTIONS

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

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

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

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

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

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

Susan Fellows

Rob Osborne

From: Lee Anne Mitchel [mitchelfamily0@msn.com]
Sent: Wednesday, August 16, 2006 9:38 AM
To: Rob Osborne
Subject: Pacific School Traffic Study

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

Thanks, Lee Anne Mitchel

08/16/2006

Rob Osborne

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

Rob,

Thanks for the response. My three big concerns are:

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

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

Melinda

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

Melinda,

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

We'd love to hear your thoughts.

Rob

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

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

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

Regards,
Melinda Chelliah

1501 Pacific Ave, MB

08/07/2006

Rob Osborne

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

Thanks Rob. Let me know what you learn. Marc

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

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

Marc,

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

Rob

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

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

Hi Rob,

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

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

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

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

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

Regards,
Marc

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

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

Marc,

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

08/07/2006

Rob

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

From: Erik Zandvliet

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

To: Rob Osborne

Subject: pedestrian concern at MBB and Pacific

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

Erik

08/07/2006

Rob Osborne

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

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

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

Take care,

Shawn Bjorklund, Esq.
(310) 600-5276

A Diary to My Daughter Isabella

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

08/15/2006

August 15, 2006

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

RE: Comment on Traffic Situation at Pacific School

Dear Mr. Osborne,

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

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

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

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

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

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

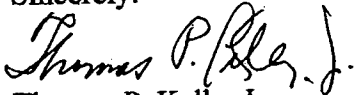
Another Playground on the south side of campus next to the current soccer field could also be used for dropoff and pickup. In this case, an access road would have to be built from Pacific Ave. along the edge of the field to the playground where drivers can be directed to drop students off or pick them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

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

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

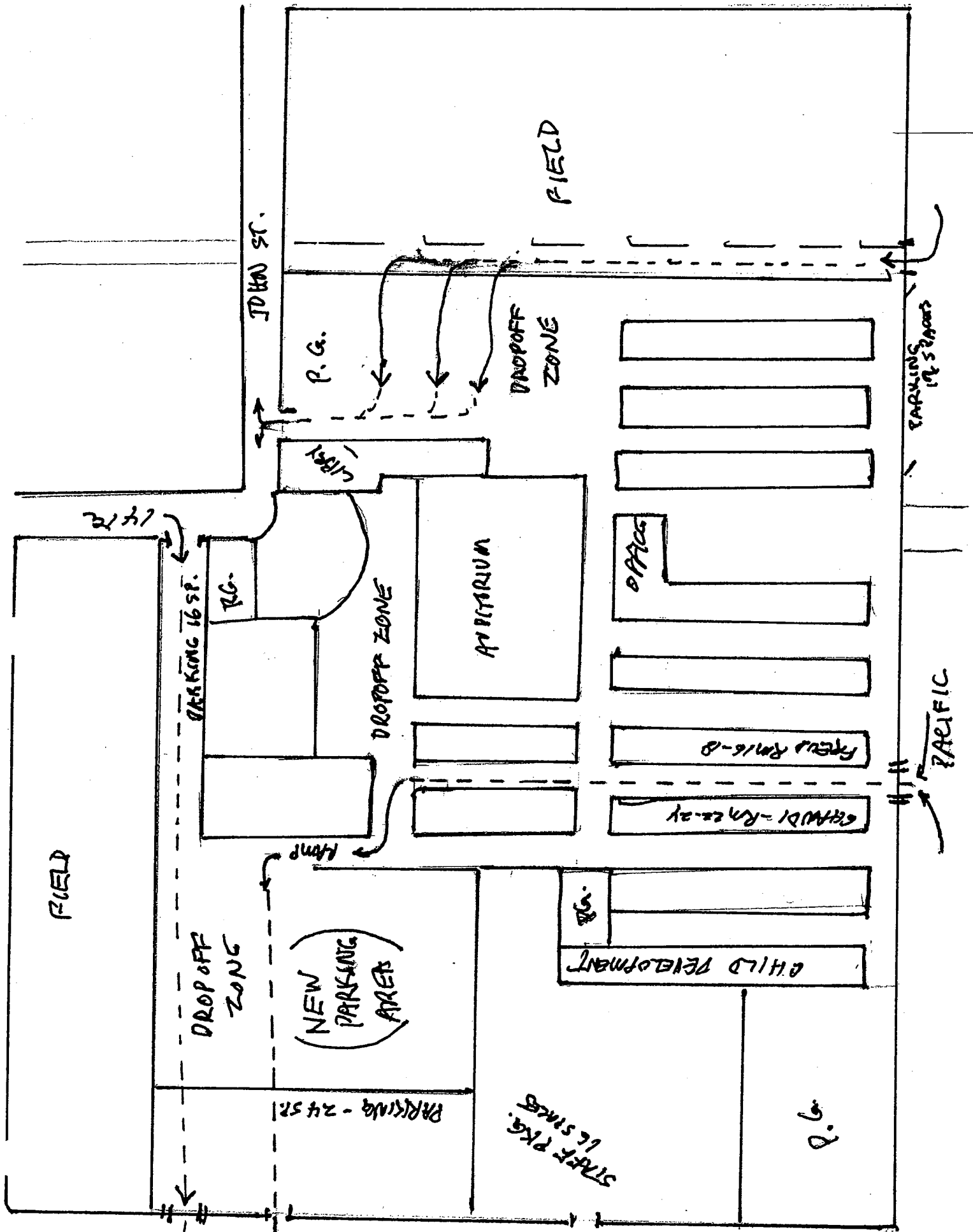
I hope all this is helpful. Please let me know if you have any questions or would like a guided tour of the problem. And thanks for your help.

Sincerely,



Thomas P. Kelly, Jr.
1411 Pacific Ave.
Manhattan Beach, CA. 90266

POINSETTA



0172

JANZE MCCOUGAL - DERM

- SPEEDING ON E-BOUND MBB

- BAD VES FOR JOHN TO MBB
E/B



City Hall

1400 Highland Avenue

Manhattan Beach, CA 90266-4795

Telephone (310) 802-5000

FAX (310) 802-5001

September 14, 2006

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

Re: Pacific School Traffic Study

Dear Resident/Property Owner:

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

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

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

Sincerely,

Rob Osborne
Management Analyst
Community Development Department

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City Hall

1400 Highland Avenue

Manhattan Beach, CA 90266-4795

Telephone (310) 802-5000

FAX (310) 802-5001

October 24, 2006

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

Re: Pacific School Traffic Study

Dear Owner/Resident:

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

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

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

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

The City Council will review these recommendations at a public meeting on Wednesday, November 8, 2006. The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Any comments you might like to make at the meeting would be welcomed.

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

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

Sincerely,



Rob Osborne
Management Analyst
Community Development Department