

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF A REGULAR MEETING  
March 26, 2015**

**A. CALL TO ORDER**

The regular meeting of the Parking and Public Improvements Commission (PPIC) of the City of Manhattan Beach, California, was held on the 26th day of March, 2015, at the hour of 6:30 p.m., in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.

**B. ROLL CALL**

Present: King, Lipps and Fournier.  
Absent: Nicholson and Apostol.  
Staff Present: Traffic Engineer Zandvliet, Lt. Harrod.  
Clerk: Kozak.

**C. APPROVAL OF MINUTES**

**03/26/15-1 February 26, 2015**

Approved with no corrections.

**D. AUDIENCE PARTICIPATION**

Chair Lipps opened the Audience Participation (3-minute limit).

None.

**E. GENERAL BUSINESS**

**03/26/15-2 Highland Avenue at 38th Street Crossing Treatment Evaluation**

Traffic Engineer Zandvliet gave his presentation. He explained that based on the evaluation of the Draft Pedestrian Crossing Enhancement Policy for the intersection at Highland Avenue and 38th Street and his analysis, he recommended that the Commission approve a motion to install high visibility crosswalk markings, pedestrian crossing signs, center median refuge and a center landscaped median.

Chair Lipps opened the Audience Participation.

**Audience Participation**

**Howard Kaminsky, Manhattan Beach Resident**, explained that sometimes crosswalks are more dangerous than not having one because people feel safe to step right out into the street rather than look and be sure it is safe to cross. He stated he was not in favor of losing a lane or an island, he preferred a fence to stop jay walking.

**Greg Zebrowski, Manhattan Beach Resident**, recommended a crosswalk that lights up when someone pushes a button or steps into the crosswalk. He said Playa Del Rey currently has a crosswalk like that and felt it would be less of an impact on the traffic flow and a lot more cost effective.

**Joe Williams, 205 40th Street**, said the Commission should consider curb extensions in addition to the crosswalk. He said some pedestrians step right out into the crosswalks in front of traffic, which is against California law. He added that there could be better lighting at that location.

**John Ramirez, 224 38th Street**, stated he and some of his neighbors are not in favor of a traffic signal or removing any of the traffic lanes in either direction and they did not want any changes that would create more traffic through their neighborhood. He commented that he was very impressed by the report and how detailed it was, and that some type of safety measure as well as beautification would be good for that location.

**Sarah Feakins, Manhattan Beach Resident**, said she came to the meeting wanting a crosswalk, but, when she heard there was a fatality at that location when there was a crosswalk it made her change her mind. She stated she was not in favor of a median because it takes away space from bicycles and thought they should be considered too, and she was not in favor of any landscaping because of the drought. In closing she stated she thought the lighted crosswalk was a good idea.

**Mikeal Feakins, Manhattan Beach Resident**, stated that if any lanes are taken away, they should be used for parking.

Chair Lipps closed the Audience Participation.

### **Commission Discussion**

Commissioner Fournier asked whether there would be an opening in the median to make a left hand turn coming out of the public parking structure.

Traffic Engineer Zandvliet explained that with cars coming around the corner and the short distance to make the left hand turn across the lanes, it would not be safe.

Commissioner Fournier commented he felt there was a safety issue at the location and something needed to be done, but he was not sure of exactly what and thought it should possibly go back to staff for some different alternatives.

Traffic Engineer Zandvliet said there were not really any other alternatives for staff to bring back to the Commission.

Commissioner King asked a few questions about the configuration of the median, traffic control and mentioned the location needed better lighting.

Chair Lipps agreed with Commissioner King and the resident who said there needed to be better lighting. Chair Lipps thought the lighting could be one of the most helpful improvements.

All the Commissioners agreed that jay walking at multiple locations to and from the public parking structure can be dangerous and a safety issue.

Traffic Engineer Zandvliet suggested another alternative to install the crosswalk on the south leg of the intersection with a median refuge and center median as a solution to preserve two lanes in each direction. The Commissioners discussed this option.

**MOTION:** Chair Lipps made a motion to recommend that the City Council adopt a resolution to install a crosswalk with pedestrian activated beacons, a median refuge for pedestrians, pedestrian ramps, and overhead evening street lighting on the south leg of Highland Avenue at 38<sup>th</sup> Street, and a center median between Rosecrans Avenue and 38<sup>th</sup> Street. The motion was seconded by Commissioner Fournier.

Ayes: King, Lipps and Fournier.  
Noes: None.  
Abstain: None.  
Absent: Nicholson and Apostol.

### **03/26/15-3 Review of Downtown Residential Override Parking Program**

Traffic Engineer Zandvliet gave his presentation and recommended that the Commission review the existing Downtown Residential Override Parking Program, listen to public comments from interested parties, and provide direction to staff to return to the Commission with changes to improve the existing program.

Chair Lipps opened the Audience Participation.

### **Audience Participation**

**Karen Darling, 441 9th Street,** said she initiated a petition with over 200 names on it that requested the city officials revise the current Downtown Residential Override Parking Program to allow the residents of the downtown area and the Sand Section and to obtain parking permits too or remove the parking restrictions completely. She stated that the City has a parking problem but it can't be on the backs of the residents.

**Tani Sims, 332 10th Place,** said she does not have a parking space with the apartment she lives in and wanted to request a parking permit for herself and her family.

**Rama Katragadda, 632 12th Street,** stated she felt anyone who lives in the City and needed additional parking should be allowed to pay for a parking permit. She said she had difficulty getting a petition signed because of apartments and vacant properties.

**Bob Blanchard, 648 9th Street,** said he thought the construction workers and the downtown employees were violating the parking restrictions and not receiving tickets. He said he realizes that there is a parking problem, but his neighborhood should not become a parking lot.

**Barry Griffites, 616 8th Street,** stated that he knows parking is an issue but he feels he is not being treated fairly. His street petitioned for parking permits and received them but only the parking restriction signs on 8<sup>th</sup> Street were covered. He stated problems on the street including becoming parking lot for non-residents, long term parking, cars for sale, people moving trash cans, deliveries and contractor parking. He explained that the signs remained uncovered one street to the north. He thinks the program should be one way or the other, but everyone should be treated the same.

**Eric Geffen, 529 18th Street,** said there is no simple solution but the parking on their street has been affected too, with people leaving cars for days at a time and even blocking their driveways. He said he would like to have them ticketed but is worried about retaliation. He asked how to request parking permits for their street. He suggested that the City should check with other cities like West Hollywood to see how they resolved the parking issues in their city.

**Bethany Herwegh, 17th Street, Walkstreet,** explained that since the City changed the parking restrictions on Valley Drive across from the Joslyn Center, their guests and the people who rent do not have designated parking spaces to park and need parking permits, too, to override the 4-hour restrictions.

**Kurt Ritier, Manhattan Beach Resident,** thought the Downtown businesses should incur some of the cost to provide parking for their employees and the burden should not be on the residential neighborhoods. He felt there needs to be a study for a long term solution to this parking problem.

**Shelley Theodore, Manhattan Beach Resident,** asked that the walk street residents who have very limited parking be eligible to receive the parking permits to allow them to continue to park on the posted streets. She commented she did not want the walk street residents pitted against the Hill Section residents. She suggested a shuttle for large events in Downtown.

**Stephanie Restley, Manhattan Beach Resident,** stated she lives on Valley Drive and has very limited parking because all the parking spaces are public spaces

and always taken. She requested that all the parking restrictions in the Hill Section be removed until a better long term solution is provided.

**Yvonne Stevens, Manhattan Beach Resident**, explained that the parking problems have gotten worse on other streets as more streets petition for the parking permits. She said there needs to be an employee parking lot with a shuttle to help with the lack of parking for the Downtown businesses employees.

**Austin Anderson, 328 17th Street**, said he lived on a walkstreet and thought that the homeowners who have homes with rental units attached and no parking for those rental units should be able to request parking permits, because without parking it will impact those rental units.

**Allen Peters, 441 8th Street**, said he was opposed to parking permits being street specific. He said in other cities the permits were valid for any street in the area. He felt it did not make sense and was contrary to most parking plans.

**John Conway, Manhattan Beach Resident**, thought that because the City doesn't have enough parking supply for the demand, it may have to think about taking part of the greenbelt property and creating pocket parking.

**Bill Grizman, Manhattan Beach Resident**, complimented Traffic Engineer Zandvliet on the great presentation. He stated that there is a terrible parking problem, but whatever decision is made on the parking issue, it should be in favor of the local residents over the Downtown employees.

**Edna Murphy, 625 11th Street**, stated she thought the Downtown businesses should be responsible for supplying parking for their employees, and they should not be parking in the residential neighborhoods. She said some cars are parked for days at a time, and they even move the resident's trash cans back onto the sidewalk or into the driveways so the trash doesn't get picked up. She explained that Parking Enforcement needs to issue tickets to vehicles that are marked and stay past the two hour limit so people know they must follow the parking restrictions. She felt the parking permit issue is pitting neighbor against neighbor, and that is not right. She asked that the parking permit program continue for all of the residents.

**Don Behrens, 801 Highview Avenue**, said our city's downtown area is growing at such a fast pace, and parking for everyone is going to get worse and worse. He felt that the City needs to embark into a citywide master plan with input from staff on how other cities have dealt with this problem. He commented that he is so disappointed to hear how this issue is affecting the residents and neighborhoods. He asked that the issue be sent to City Council for a master plan evaluation.

Traffic Engineer Zandvliet explained the City is beginning a Downtown Specific Plan that will review the issues and recommend parking improvements.

**Eric Darling, 441 9th Street**, said the two hour parking restrictions and parking permits have made it hard for him to find parking. He asked that all the residents be given parking permits so the issue does not pit the residents against each other.

**Colleen Lambert, Manhattan Beach Resident**, said it was unfair that some streets have the signs bagged and other streets were not and wanted to know why.

Chair Lipps closed the Audience Participation.

### **Commission Discussion**

Traffic Engineer Zandvliet explained the reason that the parking signs on 8<sup>th</sup> Street were bagged was because there were complaints from several residents about the loss of parking on that street.

Chair Lipps thought if you bag one street you should bag them all. He explained that parking is going to be a long term issue, but, the employees who work Downtown need some place to park. He said the businesses and the City need to work together to figure out a solution so their employees can park and possibly having a shuttle for them too. Chair Lipps commented he didn't like permits for certain residents and thought residents and property owners should all have a Manhattan Beach sticker that would allow them to park anywhere in the City.

Commissioner Fournier asked about the procedure that allows a street to receive parking permits. He felt it is a complicated program and parts of it are not working. He said the petition that was brought to the meeting with over two hundred signatures speaks for itself on how the residents feel about the program. He suggested the City needs a more comprehensive program that does not create a neighbor against neighbor situation. He suggested reviewing Hermosa Beach or Santa Monica's parking programs to get an idea on what works.

Traffic Engineer Zandvliet stated that the guidelines for the permit program can be changed or modified on a temporary basis if needed.

Commissioner King asked staff to provide information to the Commission on parking programs that are working for other cities like Santa Monica and North Hollywood, and to research where there might be additional parking on City owned property where employees could park and be shuttled Downtown. He also felt residents should have MB stickers that allow them to park within zones or anywhere in the city.

Commissioner Fournier asked if the petition process for the parking permits override program could be eliminated.

Traffic Engineer Zandvliet answered the City Council has that authority.

**MOTION:** Commissioner Fournier made a motion to keep the signs bagged on 8th Street until the City Council decides on a comprehensive plan or revision. There was no second and the motion failed.

Chair Lipps recommended that staff should continue to work with the residents with regard to the parking restrictions and possibly issuing temporary parking permits to those residents that need them until the issue is resolved.

Commissioners King and Fournier agreed with Chair Lipps recommendation.

The Commissioners asked staff to bring back information to the Commission on additional parking locations within the City, a possible shuttle system for employees partially paid by business owners, and a review of parking permit programs used in other cities.

Traffic Engineer Zandvliet thanked the residents for attending the meeting.

**F. OTHER ITEMS**

**03/26/15-4 Monthly Revenue and Expenditure Reports: Receive and File.**

Received and Filed.

**02/26/15-5 Commission Items**

Commissioner King asked about the status of the PPIC meeting time change to 6:00pm.

Traffic Engineer Zandvliet said that the item is still in the approval process.

**03/26/15-6 Staff Follow-up Items**

Traffic Engineer Zandvliet said the recommendation for the Valley Drive/Oak Avenue/35<sup>th</sup> Street stop sign was rejected by the City Council and would be returning to the Commission at the April meeting. The City Council did approve the stop signs at John and 8th Street and John and 9th Street.

**G. ADJOURNMENT**

The meeting was adjourned at **9:15 p.m.** to the regular Parking and Public Improvements Commission Meeting on Thursday, April 23, 2015, in the City Council Chambers of City Hall, 1400 Highland Avenue, in said City.