



# Staff Report

## City of Manhattan Beach

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

**THROUGH:** Geoff Dolan, City Manager

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

**DATE:** August 16, 2005

**SUBJECT:** Uphold the Parking and Public Improvements Commission Recommendation to Deny a Request for Installation of a Stop Sign on Eastbound Park View Avenue at the Driveway to the Manhattan Village Senior Villas

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### **RECOMMENDATION:**

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

- Deny the request for installation of a stop sign on eastbound Park View Avenue at the driveway to the Manhattan Village Senior Villas.
- Eliminate three parking spaces on the south side of Park View Avenue west of the Senior Villas driveway and one space east of the driveway.

### **FISCAL IMPLICATION:**

Installation of the recommended red zones could be accomplished through existing Public Works programs and budgets.

### **BACKGROUND:**

The City recently received a petition requesting installation of a stop sign on eastbound Park View Avenue at the driveway to the Manhattan Village Senior Villas. The petitioners expressed concern for safety when exiting the driveway onto Park View Avenue. The request was reviewed by the Parking and Public Improvements Commission at a public meeting on July 28, 2005.

### **DISCUSSION:**

As described in the attached staff report, the Traffic Engineer does not support the request for a stop sign. The traffic volumes, speeds and collision history in the area do not meet Caltrans' established thresholds for stop sign installation. In addition, because the suggested location is not an intersection and is technically mid-block, drivers on Park View Avenue may not expect a stop sign

and would likely run through it. In order to improve visibility for those exiting the Senior Villas driveway, the Traffic Engineer suggested eliminating two parking spaces on the west side of the driveway and one space to the east.

At the Commission meeting public testimony was provided by five residents. While some maintain that a stop sign is the optimal solution, it was generally acknowledged that improving visibility through eliminating parking spaces is an acceptable alternative. The Commission agreed that a stop sign is not appropriate. They voted unanimously to recommend approval of the Traffic Engineer's recommendations, with an extra parking space eliminated west of the driveway.

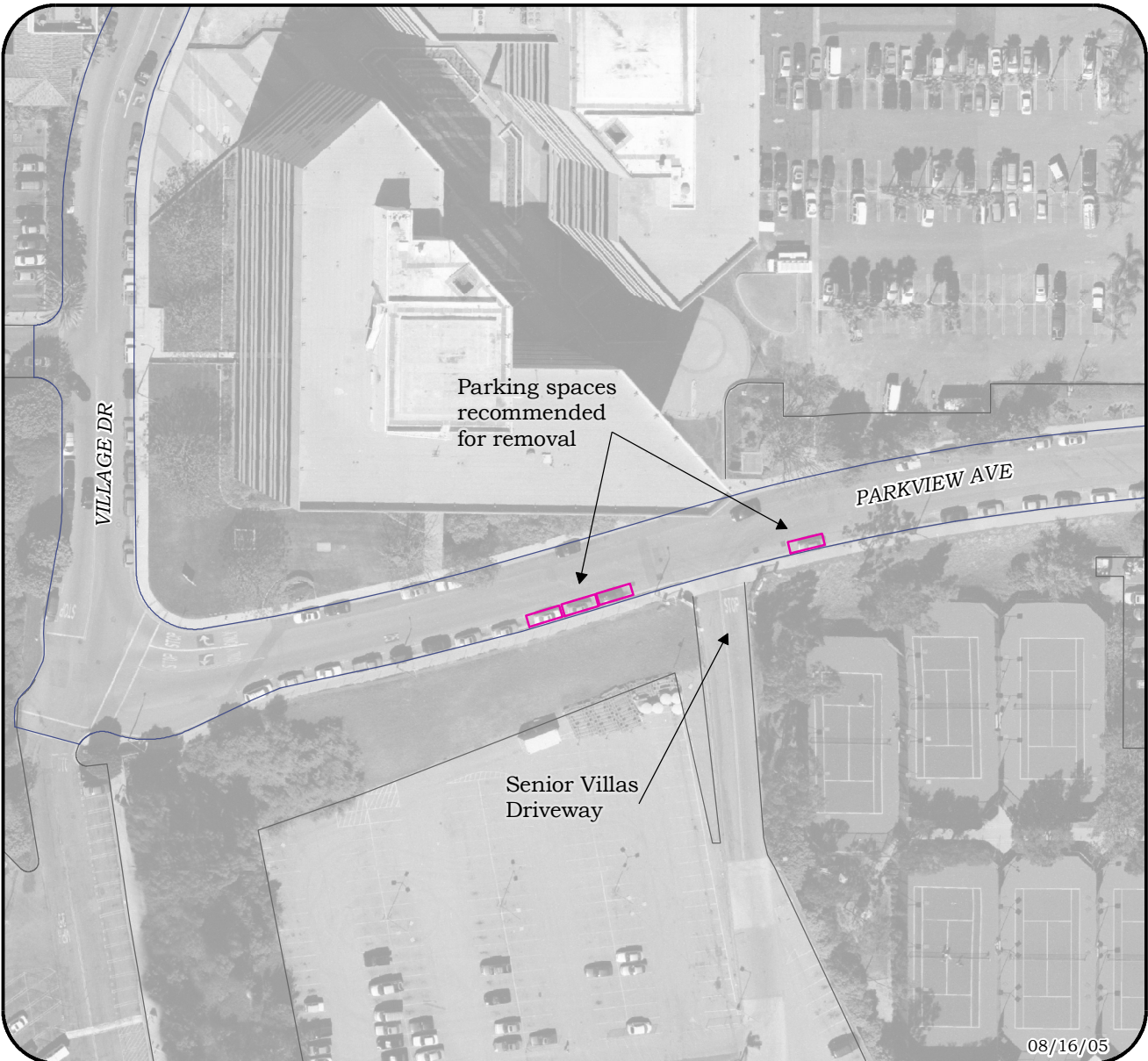
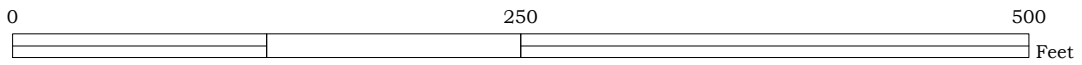
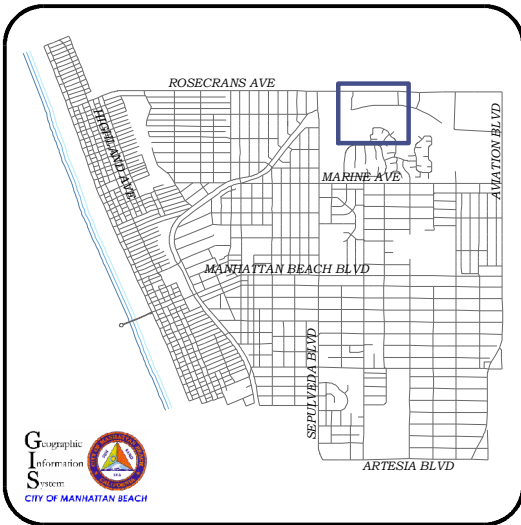
Meeting notices were sent to all properties in the senior development and to businesses within 300 feet of the subject location.

**ALTERNATIVES:**

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

- Attachments:
- A. Area map
  - B. Excerpt from PPIC minutes of 7/28/05
  - C. PPIC report dated 7/28/05, with attachments
  - D. Additional correspondence (not available electronically)
  - E. Meeting notice, 8/2/05

# Request for Stop Sign at Senior Villas Driveway



**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF REGULAR MEETING  
JULY 28, 2005**

**1. Request for Stop Sign - Parkview Avenue at Manhattan Village Senior Villas**

Due to the delayed arrival of Traffic Engineer Erik Zandvliet, Management Analyst Rob Osborne introduced the staff report. He explained that the City received a petition signed by 92 Senior Villas residents requesting this stop sign due to restricted sight visibility.

The Commission decided to move forward with audience participation until Traffic Engineer Zandvliet arrived, noting that any speaker wanting to respond after the staff report will be given an additional opportunity to speak.

**Audience Participation**

**Susan Jones, Parkview Avenue**, asked that the Commission consider increasing the proposed length of red curb, suggesting it run the length of five parking spaces, rather than the three parking spaces recommended.

**Janet Murphy, Parkview Avenue**, concurred with Ms. Jones that the proposed red curb needs to be lengthened. She talked of the poor visibility due to parked vehicles and her concern for not just residents of the Senior Villas but for the many children traveling to and from the nearby soccer field.

**Sigel Davis, Parkview Avenue**, talked of the dangerous and frightening situation this intersection poses. Drivers need to actually pull out into the street to see if vehicles are coming and if they can safely enter the roadway. He asked that the Commission sincerely consider this request, sharing that the residents want to live in a peaceful and safe environment.

**Traffic Engineer Zandvliet arrived at 6:55 p.m.**

Traffic Engineer Zandvliet then reviewed staff's analysis of the request, indicating that staff's recommendation is to deny the request for the installation of a stop sign due to the low driveway volumes, absence of collision history and mid-block location. Based on restricted sight distance for motorists waiting at the driveway, staff is recommending a total of 70' of red curb on the south side of Parkview Avenue just west of the Senior Villas driveway at 1300-1304 Parkview Avenue, as well as 49' to the east of the driveway.

The Commission held discussion with Traffic Engineer Zandvliet clarifying that this roadway is considered a driveway rather than an intersection because it looks like a driveway

and is not configured as an intersection. City records and public documents indicate it is a private driveway, not dedicated for a street purpose. Traffic Engineer also explained how staff determines the proposed length of red curb using sight lines and State guidelines.

**Sigel Davis**, shared a written comment he received suggesting the use of mirrors at this corner to assist drivers.

Traffic Engineer Zandvliet responded that the City does not use such mirrors due to distance perception and liability issues.

**Len Reyzberg, Parkview Avenue**, voiced his support of additional red curb, stating that this area is heavily traveled due to the soccer field, The Marriott, The Country Club and Manhattan Village. He talked of having to practically enter the street to see if cars are coming and the dangerous situation it poses for motorists trying to exit the Senior Villas.

**Susan Jones**, questioned the feasibility of red curbing up to the hill and whether those parking spaces are even needed.

**Mary Gray, Park View Avenue** talked of the speed of vehicles traveling behind Manhattan Village and the numerous motorists who use it as a cut through.

**Janet Murphy**, reiterated that vehicles traveling this area are not traveling the 25-mph speed limit, which makes it even more dangerous to enter the roadway with the limited visibility.

In response to inquiries from the Commission, Traffic Engineer Zandvliet clarified that 70' of red curb brings you to the last parking space on Parkview Avenue and that an additional parking space of red curb would be an additional 22'. He shared that more red curb could be better but staff wanted to balance it with the demand for parking. On most days there is ample parking in the nearby lots, but curb parking is often most desired and the first choice for motorists. This area does get impacted during sports seasons and the Christmas holiday, but there is still adequate parking available in the parking lots.

**Lorena Wolf, Parkview Avenue**, mentioned the large trucks that used to park on the street, thanking the Commission for their measures to stop such occurrences. She stated that it is now taxi cabs using the spaces continuously.

### **Discussion**

Commissioner Powell thanked staff for their comprehensive report and the residents for taking the time to participate in this discussion. Noting that he viewed the area, Commissioner Powell shared staff's concerns with the installation of a stop sign, stating that a stop sign at this location may actually make the area less safe, due to a false sense of security it can provide. He voiced his support of staff's recommendation for the installation of 70' of red curb. Commissioner Powell further stated that he normally would not like to

remove additional parking spaces, but due to the ample parking lot, he would support an additional 22' of red curb if the Commission so desired.

Commissioner Seville-Jones conveyed her appreciation to the residents for bringing forth this issue, acknowledging that the issue is important to their lives and needs to be addressed. She stated her support of staff's recommendation with the additional 22' of red curb. Commissioner Seville-Jones also pointed out that the residents can always bring back this issue to the Commission if the red curb is not enough.

Commission Saunders also thanked the residents for their participation and stated his support of staff's recommendations. He will also support the additional 22' of red curb, as the removal of an additional parking space is justified.

Chairperson Osterhout pointed out that it really isn't uncommon to have to inch onto a roadway to see on going traffic. He would prefer to move forward with staff's original recommendation as he respects the due diligence of staff, however will join in the consensus of the Commission.

### **Action**

A motion was MADE and SECONDED (Saunders/Powell) to approve extending to 92' the red curb on the south side of Parkview Avenue just west of the Manhattan Village Senior Villas driveway at 1300-1304 Parkview Avenue and to 49' just east of the driveway.

AYES: Powell, Saunders, Seville-Jones and Chairperson Osterhout  
NOES: None  
ABSENT: Lang  
ABSTAIN: None

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

**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development  
Robert D. Osborne, Management Analyst

**BY:** Erik Zandvliet, Traffic Engineer

**DATE:** July 28, 2005

**SUBJECT:** Request for Stop Sign  
**Parkview Avenue at Manhattan Village Senior Villas**

**RECOMMENDATION:**

That the Commission recommend a total of 70' of red curb on the south side of Parkview Avenue just west of the Manhattan Village Senior Villas driveway at 1300-1304 Parkview Avenue and 49' just east of the driveway.

**BACKGROUND:**

In June 2005, Ms. Jane Baron, at 1304 Parkview Avenue, submitted a petition requesting a stop sign in the eastbound direction of Parkview Avenue at the Manhattan Village Senior Villas driveway at 1300-1304 Parkview Avenue. The petition is signed by 92 Senior Villas residents and eight (8) other residents outside the immediate vicinity.

**DISCUSSION:**

Parkview Avenue is a 40-foot wide, two-lane local street that provides east-west traffic circulation through a dense business area along Rosecrans Avenue. The speed limit on Parkview Avenue is 25 mph. Parkview Avenue between Village Drive and Park Way (1200 to 1400 block) is improved with curbs, gutters and sidewalks on the south side and some sidewalks on the north side. There is a slight downhill vertical slope on Parkview Avenue in the eastbound direction. Curb parking is allowed on both sides of Parkview Avenue with street sweeping restrictions only. There are painted parking tees on the south side of Parkview Avenue.

The driveway to the Manhattan Village Senior Villas is a shared driveway with the Manhattan Village Mall overflow/employee parking lot, public soccer field and leased parking area for the Manhattan Country Club. The driveway is approximately 30 feet wide and has an uphill slope on the approach to Parkview Avenue. There is 27' of red curb just west of the driveway and 25' to the east.

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 traffic collisions reported in this mid-block section of Parkview Avenue during this three and three-quarter-year period.



A traffic volume count was conducted on Wednesday, October 13, 2004 during a typical day. A summary of the peak hour and daily traffic volume is provided below:

<b>DIRECTION</b>	<b>AM PEAK HOUR</b>	<b>PM PEAK HOUR</b>	<b>DAILY TOTAL</b>
Northbound (Villas Driveway)	<40	<40	<600
Eastbound (Parkview Ave.)	154	200	1,974
Westbound (Parkview Ave.)	195	196	2,215
Subtotal	349	396	4,189
All approaches	389	436	4,789



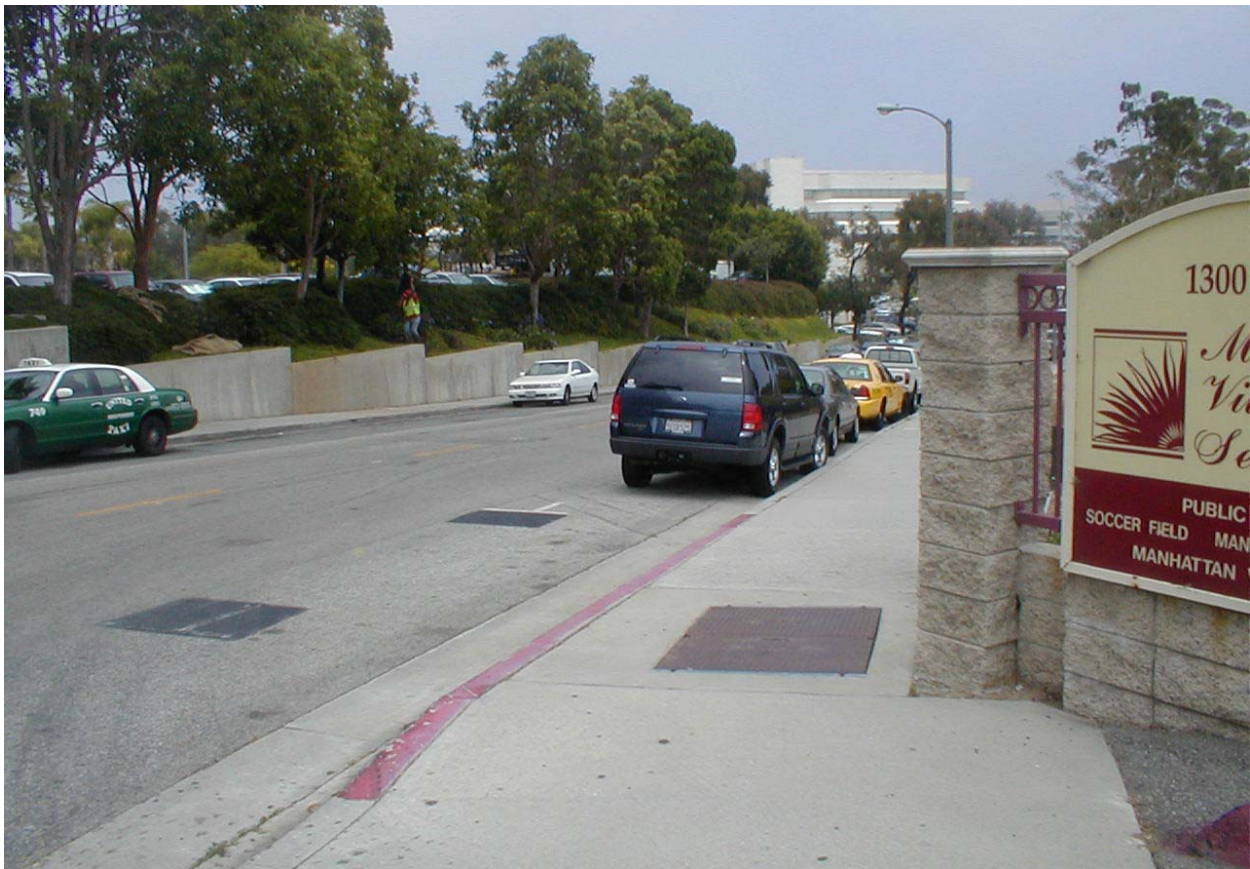
Parkview Avenue at Driveway Looking West

Field observations were made during peak travel periods. Staff confirmed the traffic count data and noticed moderate pedestrian activity. Parkview Avenue has a high traffic volume for a local street, however, it is in a commercial area and no significant delays were observed at any nearby intersections. Curb parking is heavy on both sides during business hours. During heavy parking demand, vehicles were typically parked in all available spaces both east and west of the driveway to the Senior Villas. Sight distance for drivers stopped on the driveway at Parkview Avenue may be reduced during these periods of heavy parking. The slope of Parkview Avenue also restricts the view around parked cars.



**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. It is also advised that less intrusive measures be tried before resorting to multi-way stop signs. More important, stop signs should not be used at mid-block locations. By law, all vehicles entering a street from a public or private driveway must yield to all other traffic on the street before proceeding.

A stop sign warrant checklist is attached to this report that indicates that multi-way stop signs are not warranted at this mid-block location based on volumes, speed or collision history. Also, drivers on Parkview Avenue would not expect a stop sign at this location and would be likely to drive through it without stopping.



Parkview Avenue at Driveway Looking East

The restricted sight visibility from the driveway can be remedied by painting 43' of additional red curb to the west and 24' to east of the driveway. While this would remove three (3) spaces and slightly impact curb parking supply, it would improve access to a public driveway that serves a large number of parking spaces, many of which are public spaces. The public spaces are underutilized and could be used to replace the lost spaces. Since the view to the east of the driveway is not as restricted due to the downhill slope, less red curb is recommended to the east.

**CONCLUSION:**

Based on restricted sight distance for motorists waiting at the driveway, a total of 70' of red curb is recommended on the south side of Parkview Avenue just west of the Senior Villas driveway at 1300-1304 Parkview Avenue as well as 49' to the east of the driveway. The installation of a stop signs in the eastbound direction is not recommended due to low driveway volumes, absence of a collision history, and mid-block location. Meeting notices were sent to all properties within 300 feet of the subject location.

EHZ:

ATTACHMENTS

G:\Traffic Engineering\PPIC\PPIC-parkview senior dw stop.doc



## STOP SIGN WARRANT CHECKLIST

MAJOR STREET: Parkview Avenue                      MINOR STREET: MV Senior Villas D/w  
REQUESTED BY: Citizen Petition                      DATE: 7/12/05  
REVIEWED BY: EHZ

### **Warranted?**

#### **SINGLE STREET STOP SIGN WARRANTS - None**

- On a less important road where the normal right-of-way rules would not be expected to provide reasonable compliance with the law.
- On a street entering a legally established through highway or street.
- At an unsignalized intersection in a signalized area.
- At other intersections where high speeds, restricted view, or crash record indicates a need for control by a stop sign.

#### **MULTI-WAY STOP SIGN WARRANTS – Not Applicable**

- Where traffic signals are warranted, and stop signs are used as an interim measure to control traffic while the signal is installed.
- Where a crash problem exists, as indicated by five or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign.
- Where the total vehicular volume entering from the major street approaches average at least 300 vehicles per hour for any 8 hours, and  
  
the combined vehicular, bicycle and pedestrian volume from the minor street approaches average at least 200 units per hour for the same 8 hours, with an average delay to the minor street traffic is at least 30 seconds per vehicle during the highest hour, and  
  
if the 85<sup>th</sup> percentile approach speed of the major street traffic exceeds 40 MPH, the minimum vehicular volume warrant is 70 percent of the above requirements.
- Where there four or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign, and  
  
the average major and minor street volumes are at least 80% of the minimum values.
- Other locations where multi-way stop signs are justified based on an engineering study.

## MULTI-WAY STOP SIGN WORKSHEET

MAJOR STREET: Parkview Avenue 85<sup>TH</sup> SPEED - < 40mph

MINOR STREET: Senior Villas Driveway DATE: 7/12/05

**TRAFFIC VOLUMES** **WARRANTED** **YES**  **NO**

If the 85<sup>th</sup> percentile speed of the major street exceeds 40 MPH, use 70% volume.

Street	Min Volume	70%	80%	Ave.	Hour / Volume							
					7a	8a	12n	12n	2p	3p	4p	5p
Major	300	210	240	<b>301</b>	385	408	274	275	345	341	436	344
Minor	200	140	160	<b>&lt;40</b>	< 40							

And, does the minor street have an average delay of at least 30 seconds in the peak hour?

Peak Average Delay	<30 sec
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**COLLISION RECORD** **WARRANTED** **YES**  **NO**

Are there five or more reported collisions within a 12 month period of a type correctable by a multi-way stop sign?

DATE	TIME	DIRECTION	TYPE	CAUSE
2004		NONE		
2003		NONE		
2002		NONE		
2001		NONE		

**80% COMBINATION** **WARRANTED** **YES**  **NO**

Are there four or more reported accidents within a 12 month period of a type correctable by a multi-way stop sign, and

Average major and minor street volumes are at least 80% of the minimum values?

**OTHER MULTI-WAY STOP CONDITIONS** **WARRANTED** **YES**  **NO**

- |  |                                     |                                     |                                     |
|--|-------------------------------------|-------------------------------------|-------------------------------------|
| A. Need to control left turn conflicts                                     | YES                                 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| B. Need to control vehicle/pedestrian conflicts at high ped locations      | YES                                 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| C. Visibility obstruction after stopping on minor street approach          | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| D. Two similar neighborhood collector streets that would improve operation | YES                                 | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |

*Note: Item C can be alleviated by removing parking near driveway.*



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

August 2, 2005

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

Re: Request for Stop Sign – Park View Avenue

Dear Resident/Property Owner:

On July 28, 2005, the Parking and Public Improvements Commission reviewed a petition requesting installation of a stop sign on eastbound Park View Avenue at the driveway to the Manhattan Village Senior Villas (1300/1304 Park View Avenue). The Commission concluded that a stop sign is not appropriate. They voted to recommend that the red zones on each side of the driveway be extended (by 60 feet on the west side and by 24 feet on the east side) to improve visibility for those turning onto Park View Avenue.

The City Council will review this recommendation at a public meeting on Tuesday, August 16, 2005. 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.

The 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 me at 802-5540.

Sincerely,

Rob Osborne  
Management Analyst  
Community Development Department