



Agenda Item #: _____

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: June 21, 2005

SUBJECT: Uphold the Parking and Public Improvements Commission Recommendation to Approve Extension of an Existing Red Zone on the South Side of Rosecrans Avenue, West of Flournoy Road

RECOMMENDATION:

It is recommended that the Council pass a motion to approve the Parking and Public Improvements Commission recommendation to extend the existing red zone on the south side of Rosecrans Avenue, west of Flournoy Road eight feet to the west.

FISCAL IMPLICATION:

Extending the red zone on Rosecrans Avenue could be accomplished through existing Public Works programs and budgets.

BACKGROUND:

The City was recently asked to consider implementing measures to enhance driver visibility at the intersection of Rosecrans Avenue and Flournoy Road. It was suggested that an unsafe condition exists because cars parked on the south side of Rosecrans Avenue impede visibility for drivers turning onto Rosecrans from northbound Flournoy Road. The City sent out a survey to give area residents an opportunity to comment regarding whether one or both of the existing parking spaces on Rosecrans should be eliminated. The input received was somewhat split. Some residents feel parking should be eliminated to increase safety. Others feel visibility is adequate and the parking spaces are badly needed. As opinions were split staff elected to refer the issue to the Parking and Public Improvements Commission for consideration at a public meeting. The Commission reviewed the matter at their meeting on May 26, 2005.

DISCUSSION:

As described in the attached staff report, the Traffic Engineer feels visibility is limited at the intersection when large vehicles park on Rosecrans Avenue. The parking area is approximately 40 feet long. He suggested shortening it to 32 feet so that two large vehicles could no longer fit in the

space. He recommended extending the existing red zone west of Flournoy Road eight feet to the west.

At the Commission meeting testimony was provided by six residents. The comments received were varied. The Commission agreed with the Traffic Engineer that shortening the parking zone to 32 feet would enhance visibility, while still allowing parking for two smaller vehicles. They voted unanimously to recommend that the existing red zone be extended eight feet to the west.

Meeting notices were sent to all properties within 300 feet of the subject intersection and to all parties who have expressed interest in this issue.

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.

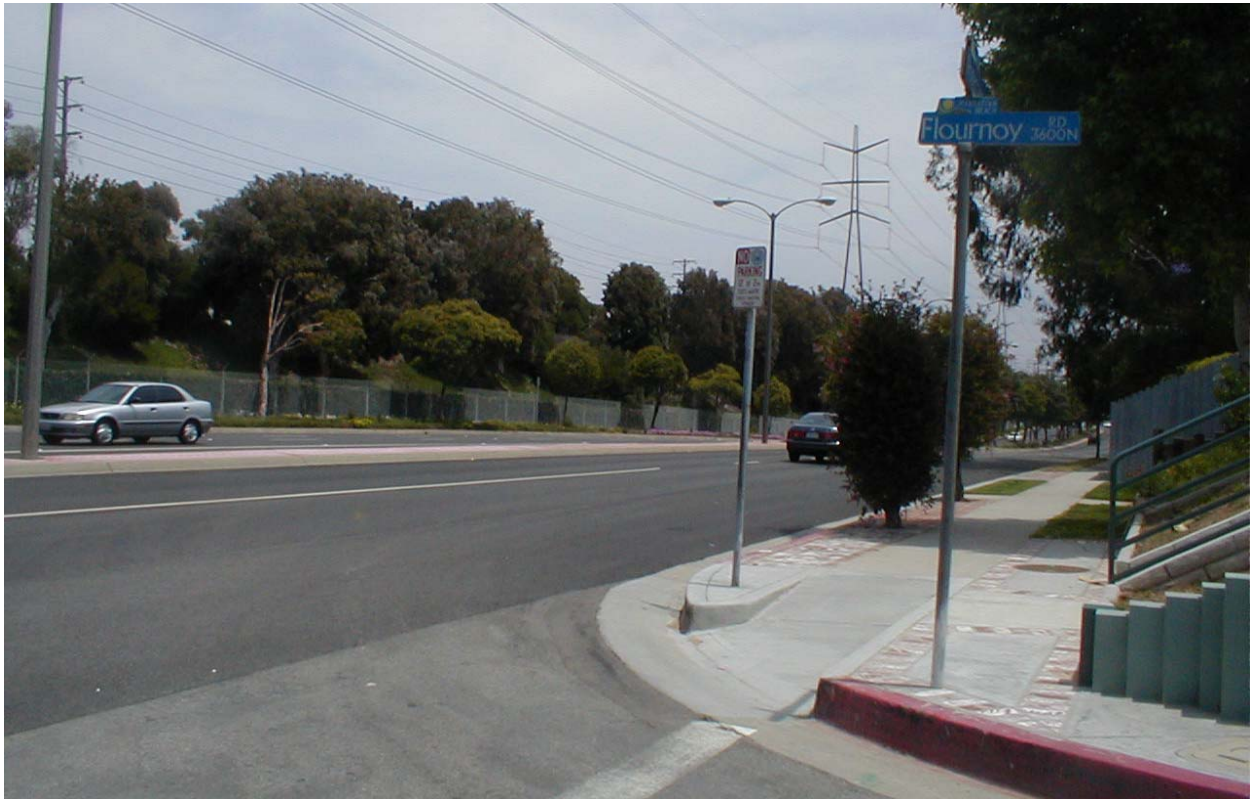
- Attachments:
- A. Photos of intersection
 - B. Area map
 - C. Excerpt from PPIC minutes of 5/26/05
 - D. PPIC report dated 5/26/05, with attachments
 - E. Meeting notice, 6/7/05



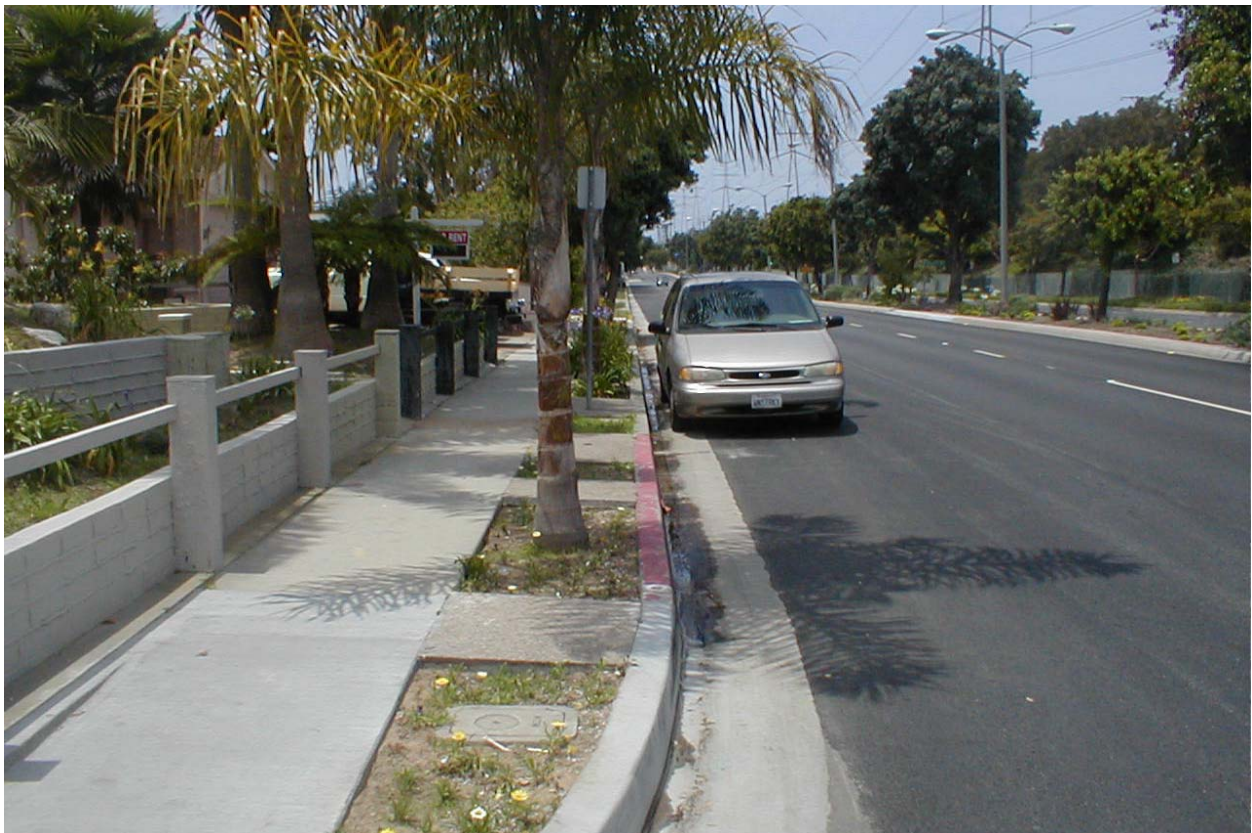
Rosecrans Avenue at Flournoy Road Looking Westbound (South Side)



Rosecrans Avenue at Flournoy Road Looking Westbound (South Side)



Rosecrans Avenue at Flourney Road Looking Eastbound (South Side)



Rosecrans Avenue Curb West of Flourney Road (South Side)



City of Manhattan Beach
Department of Community Development

**REQUEST FOR RED ZONE
ROSECRANS AVENUE AT FLOURNOY ROAD**

**CITY OF MANHATTAN BEACH
PARKING AND PUBLIC IMPROVEMENTS COMMISSION
MINUTES OF REGULAR MEETING
MAY 26, 2005**

G. GENERAL

1. Request for Additional Red Curbs - Rosecrans Avenue at Flournoy Road

Traffic Engineer Erik Zandvliet presented the staff report pertaining to a request from Mr. Myron Klafter, a resident on 36th Street, for additional red curb on the south side of Rosecrans Avenue just west of Flournoy Road. The request states it is difficult to enter Rosecrans Avenue from Flournoy Road due to large parked cars that block visibility.

Traffic Engineer Zandvliet reviewed staff's analysis of the request and stated that based on restricted sight distance when large vehicles are parked near the intersection, eight (8') feet of red curb is recommended between the two existing curb parking spaces on the south side of Rosecrans Avenue just west of Flournoy Road.

Audience Participation

Edwin Scotton, 600 Block of Rosecrans Avenue, shared that his family has lived on this section of Rosecrans Avenue for more than 50 years and his vehicles are referenced to be blocking visibility. He explained that the older homes on Rosecrans Avenue only have a one car garage and that additional red curb will decrease parking and increase traffic on Flournoy Road. He asked that other options be considered, suggesting turn restrictions and encouraging motorists to use the signalized intersections at Pacific Avenue and Blanch Road.

Commissioner Lang arrived at 6:55 p.m.

Dan Melillo, 600 Block of Rosecrans Avenue, explained that he has just purchased this property on Rosecrans Avenue and as the homes have only one car garages, additional red curb would limit the availability of much needed parking. He suggested that the City maintain the existing parking spaces but limit the size of the vehicles allowed to park in these spaces to ensure visibility is not affected.

Myron Klafter, 600 Block of 36th Street, stated that he brought forth this issue based on safety concerns and that he did not specifically ask for the removal of parking spaces, just that the City take some form of action to improve the safety of this area. He shared that many residents were eager to sign the petition, noting that as Flournoy Road dips down to Rosecrans Avenue a "dead spot" is created. The visibility situation has been exasperated due to large vehicles, boats, etc. continually being parked on this corner. Mr. Klafter concluded by stating that he doesn't want to see parking spaces lost, but that the City needs to address this dangerous "accident waiting to happen" corner.

Diane Turner, 600 Block of Rosecrans Avenue, submitted pictures showing how poor the visibility is for motorists trying to enter Rosecrans Avenue. She commented that she too would not like to see parking spaces lost, agreeing that it's the larger vehicles, boats, etc. that especially hinder visibility. Ms. Turner stated that she uses the signalized intersections at either Blanch Road or Pacific Avenue and encourages her children as well as other residents to use this relatively easy alternative to safely enter Rosecrans Avenue.

Judy Giss, 1700 Block of 10th Street, commented that she used to live on 33rd Street and is well aware of the poor visibility situation when entering Rosecrans Avenue from Flournoy Road. She suggested that mirrors be used to assist drivers when exiting Flournoy Road, sharing that she recently returned from Paris, where mirrors are used in these situations.

Christine Tate, 700 Block of Rosecrans Avenue, said that she has lived in this location for more than 13 years and has seen several accidents. She agreed that this situation needs to be addressed but voiced her opposition to the loss of parking spaces, asking that other alternatives such as mirrors or turn restrictions, be considered.

Discussion

In response to Commissioner Lesser's inquiry regarding some of the alternatives mentioned, Traffic Engineer Zandvliet stated that limiting the time vehicles are allowed to park in these spaces may encourage more traffic on Flournoy Road, noting that vehicles will still be parked on Rosecrans Avenue during the allowed times and that a height restriction on vehicles allowed to park in the spaces may prove difficult to enforce. He explained that the City discourages use of mirrors as they give a distorted sense of how close an approaching vehicle actually is and that vandalism and theft to these mirrors occur often which places the City in a position of liability. Traffic Engineer Zandvliet also clarified that the recommended red curb can be painted in between the available space which will limit the size of a vehicle allowed in the parking space.

Pointing out that the consensus of the residents is to not lose parking spaces, Commissioner Ackland stated that she would be more inclined to restrict the types of vehicles allowed to park in the spaces, but questions how the City can do that successfully. She shared that she lives in an area that also has visibility issues and that motorists have to carefully inch out when entering onto another street. She suggested that City try limiting the type of vehicle allowed to park in these spaces for a six month trial basis.

Commissioner Osterhout relayed that he lives in this area and is well aware of the visibility and safety issues related to this intersection. As such, he believes the situation is dangerous enough to justify the loss of parking spaces and he will support staff's recommendation to add red curb.

Commissioner Lang also acknowledged the concern over loss of parking spaces, but agreed with Commissioner Osterhout on the need to address this situation due to safety concerns,

especially with the speed of vehicles traveling on Rosecrans Avenue. He noted the submitted pictures showing how visibility is impacted by vehicles parked in these spaces, pointing out that visibility will be impacted by any size vehicles parked in these spaces. Commissioner Lang stated his support of staff's recommendation.

Chairman Saunders stated that two large vehicles were parked in these spaces when he visited this area and that an attempt to make a left turn onto Rosecrans Avenue from Flournoy Road would have been challenging. Drivers should use the Pacific Avenue or Blanch Road signalized locations. He stated that he doesn't favor any loss of parking spaces, pointing out that the City is obligated (under the Coastal Commission) to provide beach parking. However, he will support staff's recommendation to add red curb as he questions if limiting the size of a vehicle allowed in these spaces would improve visibility and if the City can effectively enforce such a restriction.

Commissioner Lesser acknowledged the concerns of residents regarding the loss of parking spaces; however he will support the installation of red curb based on the limited visibility for motorists entering Rosecrans Avenue.

Action

A motion was MADE and SECONDED (Osterhout/Lesser) to recommend that the existing red zone on the south side of Rosecrans Avenue be extended eight feet to the west.

AYES: Ackland, Lang, Lesser, Osterhout, Chairman Saunders
NOES: None
ABSENT: None
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: May 26, 2004

SUBJECT: Request for Additional Red Curb
Rosecrans Avenue at Flournoy Road

RECOMMENDATION:

That the Commission recommend painting eight feet (8') of red curb on the south side of Rosecrans Avenue between the two existing curb parking spaces just west of Flournoy Road to discourage large vehicle parking.

BACKGROUND:

In March 2005, the City received a request from Mr. Myron Klafter, a resident on 36th Street, for additional red curb on the south side of Rosecrans Avenue just west of Flournoy Road. He states that it is difficult to enter Rosecrans Avenue from Flournoy Road due to large parked cars that block visibility. Staff met with Mr. Klafter at the intersection to discuss some possibilities to improve visibility. The City also sent a letter to local residents to solicit their opinion on possible parking restrictions. Many responses were received both in favor and against parking restrictions and are attached to this report.

DISCUSSION:

Rosecrans Avenue is a four-lane major arterial street that provides east-west traffic circulation between Sepulveda Boulevard and the beach areas to the west. Flournoy Road is a 20 feet wide two-lane local street that terminates at Rosecrans with a stop sign. Flournoy Road provides access to numerous homes to the south. The speed limit on Rosecrans Avenue is 40 mph and on Flournoy Road is 25 mph. Flournoy Road does not have curbs, gutters or sidewalks. The intersection of Rosecrans Avenue and Flournoy Road is located in a mixed residential area. There is a downhill vertical slope on Flournoy Road in the northbound direction. Curb parking is allowed on the south side of Rosecrans Avenue west of the intersection, with the exception of street sweeping restrictions. There is a 20 feet long red curb just west of Flournoy Road to improve visibility and turning access.

The traffic collision history between January 1, 2002 and September 30, 2004 was analyzed for the intersection. According to City records, there have been no traffic collisions reported near

the intersection during this two and three-quarter year period. No collision patterns were identified.

Daily traffic volume on Rosecrans Avenue is 17,600 vehicles per day and under 500 vehicles per day on Flournoy Road. The existing Citywide Engineering and Traffic Survey was completed in April 2003. A statistical summary of the recorded speeds shown below confirms that prevailing speeds on Rosecrans Avenue are typical for a major arterial street.

Average Speed	40 mph
85 th Percentile Speed	44 mph
10-mile Pace Speed	36-45 mph

Field observations were made at the intersection during peak travel periods. Staff confirmed the traffic count data. Flournoy Road has low traffic volumes for a local street, most likely due to two existing traffic signals at adjacent intersections along Rosecrans Avenue. There is no landscaping in the parkway that would significantly reduce sight distance, however, large vehicles parked close to the intersection may impair the view of approaching eastbound vehicles for drivers waiting at the stop sign on Flournoy Road. Large vehicles parked in the two curb parking spaces just west of Flournoy Road were observed on several occasions.

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. Multi-way stop signs are not recommended on streets that are controlled by traffic signals, since motorists would not expect such controls. Also, multi-way stop signs are not recommended at intersections with low side street volumes, because it forces drivers on the major street to stop for no apparent reason. This condition results in a disregard for the stop sign and for stop signs in general.

Parking Restrictions:

Typically, drivers waiting at a stopped intersection will look through the windshield or around any parked vehicles to observe approaching traffic. However, at this intersection, large vehicles parked close to the intersection may significantly impair the ability to see approaching vehicles. Since the high volume of approaching traffic during many times of the day decreases the number of gaps in traffic and increases the potential conflicts to vehicles entering Rosecrans Avenue, staff recommends some form of parking restriction that discourages large vehicles from parking just west of the intersection but preserves the number of existing spaces. This could be accomplished by painting 8' of red curb between the two existing curb spaces just west of Flournoy Road, extending the existing red curb by about 8 feet to reduce the available curb parking length, or by posting a "NO PARKING VEHICLES OVER 6 FEET HIGH" sign about 60 feet west of the intersection. Parking tees are not recommended due to absence of parking tees elsewhere on Rosecrans Avenue and additional maintenance requirements. Staff believes that a small length of red curb between the two existing spaces would be most effective at restricting large vehicles with the least impact to adjacent residents.

CONCLUSION:

Based on restricted sight distance when large vehicles are parked near the intersection, eight (8') feet of red curb is recommended between the two existing curb parking spaces on the south side of Rosecrans Avenue just west of Flournoy Road.

Meeting notices were sent to all properties within 300 feet of the subject intersection and to all residents who have express interest in this issue.

EHZ:

ATTACHMENTS

Photos

Aerial Photo

Vicinity Map

Responses from Residents

City Correspondence

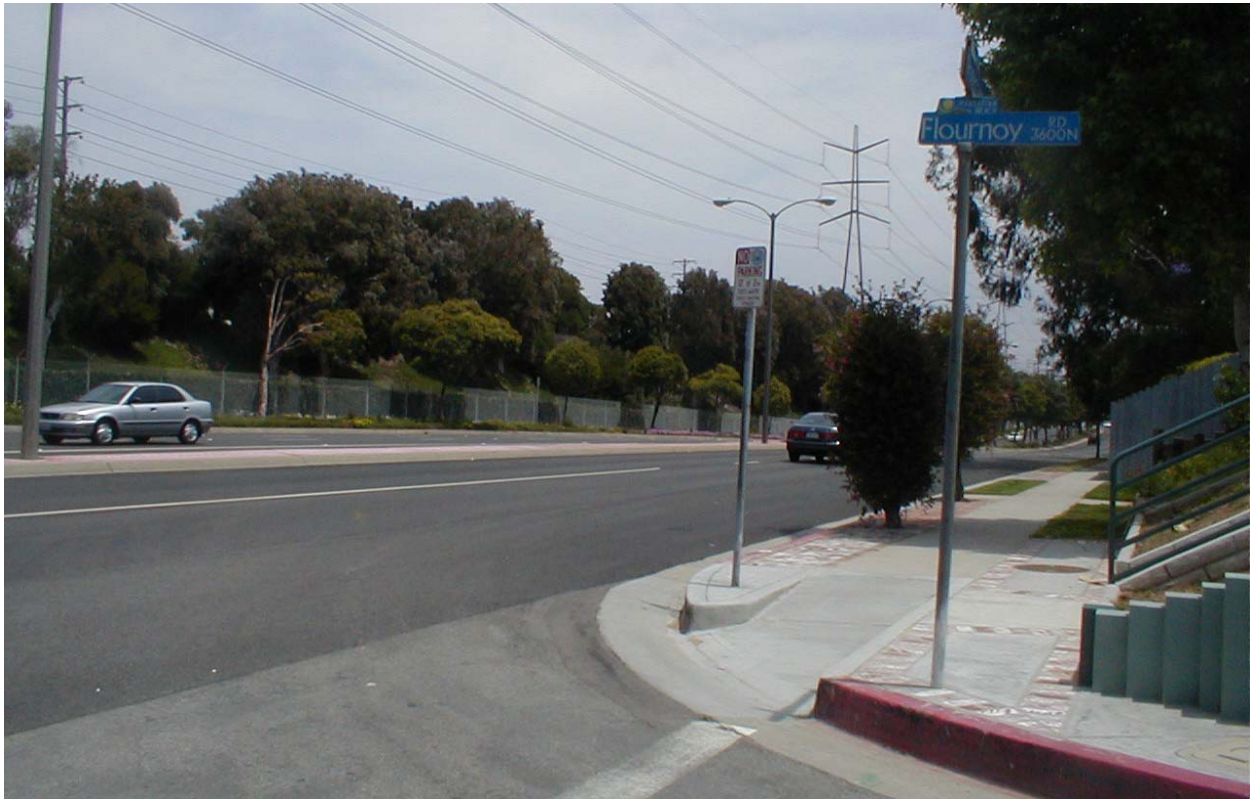
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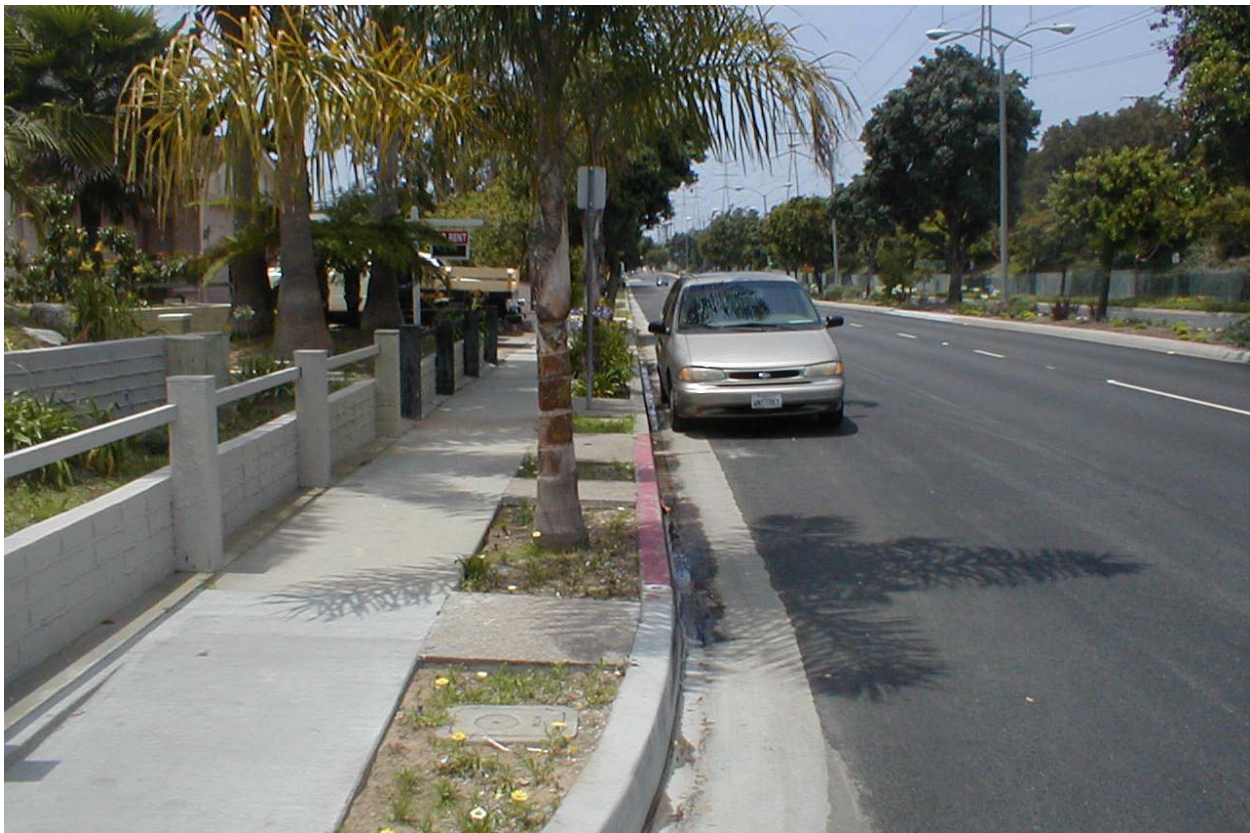
Rosecrans Avenue at Flournoy Road Looking Westbound (South Side)



Rosecrans Avenue at Flournoy Road Looking Westbound (South Side)



Rosecrans Avenue at Flournoy Road Looking Eastbound (South Side)



Rosecrans Avenue Curb West of Flournoy Road (South Side)



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

June 6, 2005

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

Re: Rosecrans Avenue at Flournoy Road – Parking Request

Dear Resident/Property Owner:

On May 26, 2005, the Parking and Public Improvements Commission reviewed a request to improve visibility for drivers turning onto Rosecrans Avenue from northbound Flournoy Road. The Commission voted to recommend that the existing red zone on the south side of Rosecrans Avenue west of Flournoy Road be extended eight feet to the west.

The City Council will review this recommendation at a public meeting on Tuesday, June 21, 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