



# 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:** April 19, 2005

**SUBJECT:** Uphold the Parking and Public Improvements Commission Recommendation to Approve a Request for Installation of a Centerline Stripe and Parking Stall Markings on Parkview Avenue

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### **RECOMMENDATION:**

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

- Install a centerline stripe on Parkview Avenue between Village Drive and Market Place
- Install parking stall markings on the north side of Parkview Avenue between Village Drive and Market Place

### **FISCAL IMPLICATION:**

Installation of the measures recommended by the PPIC could be accomplished through existing Public Works programs and budgets.

### **BACKGROUND:**

The City recently received a petition requesting installation of a centerline stripe and parking stall markings on Parkview Avenue between Village Drive and Park Way. The petitioners feel these modifications would increase safety and optimize parking on Parkview Avenue. The request was reviewed by the Parking and Public Improvements Commission at a public meeting on March 24, 2005.

### **DISCUSSION:**

As described in the attached staff report, the Traffic Engineer does not object to either of the proposed measures. Installing a centerline stripe would provide a safety enhancement that would outweigh several minor disadvantages. While he does not feel parking stall markings would increase the number of parking spaces utilized on the north side of Parkview Avenue, he does not feel they would present any drawbacks. There are already markings in place on the south side.

The only public testimony received at the Commission meeting was provided by the author of the petition. The Commission concluded that Parkview Avenue would benefit from both a centerline and parking stall markings. They believe both modifications should be implemented beyond Park Way and east to Market Place. A motion to recommend these measures was approved unanimously.

Meeting notices were sent to all properties and businesses bordering Parkview Drive.

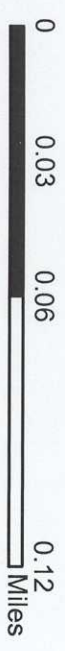
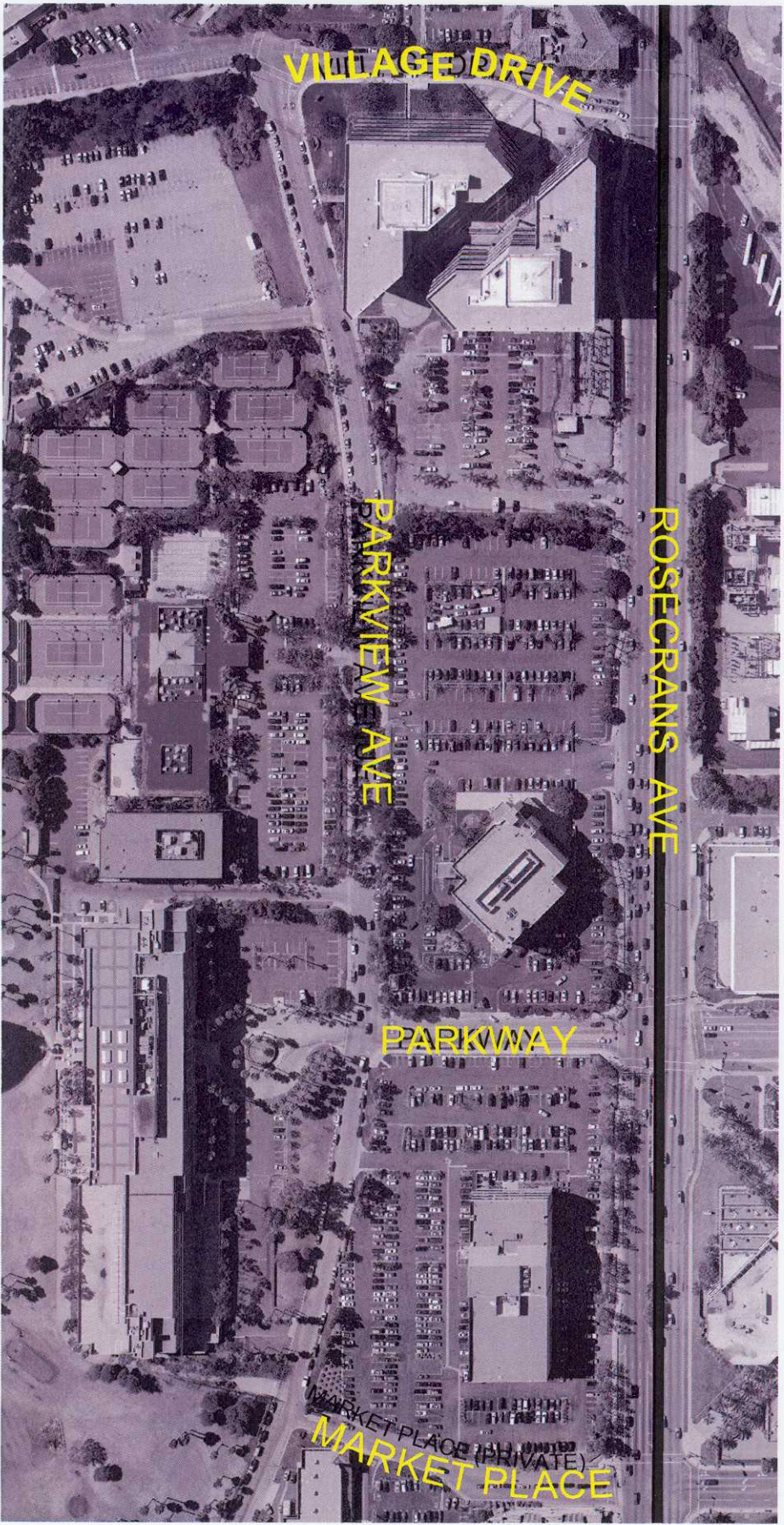
**ALTERNATIVES:**

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 3/24/05
  - C. PPIC report dated 3/24/05, with attachments
  - D. Meeting notice, 4/5/05

# City of Manhattan Beach

## Parkview - Location Map



**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF REGULAR MEETING  
MARCH 24, 2005**

**2. Request for Centerline Stripe and Parking Tees - 1200 to 1400 Block of Parkview Avenue**

Traffic Engineer Erik Zandvliet presented the staff report regarding a petition requesting a centerline stripe on the 1200 to 1400 block of Parkview Avenue as well as painting parking stall markings on the north side of Parkview Avenue. The petition, signed by 14 local employees and business owners, stated that there is a high volume of traffic on Parkview Avenue and parking is scarce.

He reviewed staff's analysis of the request, stating that based on expected benefits to traffic safety and flow, staff is recommending a yellow skip centerline on Parkview Avenue between Village Drive and Park Way. The Commission may also wish to recommend installation of white parking (tees) along the north side of Parkview Avenue between Village Drive and Park Way.

**Audience Participation**

**Bob Lauson, 23<sup>rd</sup> Street**, shared that he submitted this petition and believes the requested measures are needed due to the high volume of traffic now traveling and cutting through this area. He talked of the continual line of parked cars on both sides of the streets and the lack of sidewalks in the area, stating that these measures would increase safety and better utilize the available parking. Mr. Lauson also talked of the possibility of parking time restrictions, noting that large semi trailers and cars, he's assuming our patrons of the Marriot Hotel, are parked for long periods of time.

**Discussion**

Commissioner Osterhout commented that he travels this area quite a bit and doesn't find it "unsettling" in terms of parking and traffic flow. However, he will not oppose staff's recommendations to approve the measures contingent upon budget availability.

Commissioner Ackland stated that she has no problem with staff's recommendations and is "neutral" on the installation of parking tees. She talked of similar traffic congestion near access to the 24 Hour Fitness and the Shopping Plaza, suggesting that the centerline be continued a block east.

Traffic Engineer Zandvliet relayed that the street to the east does narrow, but believes it is wide enough to centerline and may help traffic flow.

Commissioner Lesser asked if staff knew why this street wasn't center lined originally and what



measures could be added to address long term parking.

Traffic Engineer Zandvliet responded that he is not exactly sure why the area wasn't originally center lined, but assumes it probably was because the area was developed in different phases. He further stated that there is signage prohibiting long term parking in this area and police enforcement can address the issue.

Commissioner Lang indicated his support of staff's recommendation. He concurred with Commissioner Ackland's suggestion of continuing the centerline and parking and confirmed with staff that residents in that area will be informed of the proposed measure before this issue is finalized at the City Council level.

Chairman Saunders stated his support of staff's recommendations including the installation of parking tees and continuation of the centerline further east, if the width of the street is sufficient. Recognizing the limited parking in this area, he questioned staff on measures to prohibit the mentioned long term parking of semi trailers.

Traffic Engineer Zandvliet responded that staff believes semi trailer parking is an intermittent problem and will request increased police enforcement as a first step.

### **Action**

A motion was MADE and SECONDED (Lesser/Ackland) to approve a yellow centerline on Parkview Avenue between Village Drive and Market Place and white parking stall markings (tees) along the north side of Parkview Avenue between Village Drive and Market Place.

AYES: Ackland, Lesser, Lang, 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:** March 24, 2005

**SUBJECT:** Request for Centerline Stripe and Parking Tees  
**1200 to 1400 Block of Parkview Avenue**

**RECOMMENDATION:**

That the Commission recommend installation of a yellow skip centerline on Parkview Avenue between Village Drive and Park Way.

**BACKGROUND:**

In February 2004, Mr. Robert Lauson, a local business owner and resident, submitted a petition requesting a centerline stripe on the 1200 to 1400 block of Parkview Avenue as well as painting parking stall markings on the north side of Parkview Avenue. The petition is signed by 14 local employees and business owners. The petition states that there is a high volume of traffic on Parkview Avenue and parking is scarce.

**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 traffic collision history between January 1, 1997 and December 31, 2001 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 five-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>
Southbound (Park Way)	321	282	3,536
Eastbound (Parkview Ave.)	154	200	1,974
Westbound (Parkview Ave.)	195	196	2,215
Subtotal	349	396	4,189
Intersection Total	670	678	7,725



Parkview Avenue Looking Eastbound

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 parked on the north side were typically spaced as close or closer than the designated stall markings on the south side.

### **Centerline Striping**

Typically, streets with traffic volumes in excess of 2,500 vehicles per day benefit from the addition of centerlines. As volumes increase, the potential for traffic collisions increase. Centerlines separate opposing traffic into separate lanes, thereby reducing head-on and broadside collisions. Centerlines also help channelize traffic flow. For example, left turn traffic can wait on the right side of the centerline without blocking traffic in the opposite direction. Centerlines also improve traffic safety through curves. While centerlines have many benefits, the disadvantages include potentially higher speeds on wider streets and higher traffic volumes. On

straight roadways, centerlines make drivers feel more comfortable by reducing their exposure to opposing traffic. Also, drivers generally regard streets with centerlines as through streets, which consequently encourages more cut-through traffic.

A centerline on Parkview Avenue would not be expected to increase speeds during business hours, mainly due to the curvature of the roadway near Village Drive, existing stop sign at Park Way and heavy curb parking activity. However, speeds may increase at night when parking is light. Traffic volumes should not change because Parkview Avenue does not connect to other arterial streets other than Rosecrans Avenue. Overall, a centerline would be beneficial to traffic safety by assisting drivers through the curve and downhill slope, as well as improving traffic flow and left turn movements. The appropriate centerline stripe is a yellow skip marking based on existing traffic volumes and adequate sight distance. Drivers would be allowed to pass on the left of the centerline if a vehicle is stopped waiting to make a right turn or preparing to enter a curb parking space. A centerline would create a 12-foot wide travel lane and 8-foot wide curb parking in each direction.

### **Parking Space Markings**

Parking space markings on the north side of Parkview Avenue would impose evenly spaced markings along the curb, similar to the south side. This would divide the curb area into a fixed number of spaces, and make it easier for drivers to find adequate size parking spaces. However, the net effect would not increase the number of available spaces, because vehicles are already parking at optimum spacing without markings, depending on the length of the parked cars. Smaller cars find smaller spaces, and larger cars look for larger spaces. Since the curb length along Parkview Avenue is very long with few driveways, it is unusual for one vehicle to occupy two potential spaces. By contrast, streets with short curb lengths benefit more from parking space markings because one vehicle will not take up two potential spaces. While an increase in parking spaces is not expected, parking stall markings could be painted to make it easier for drivers to find appropriate size curb spaces. Parking tees also tend to minimize speeding at times of low parking demand by making the roadway appear narrower and discouraging travel in the curb parking area.

### **CONCLUSION:**

Based on expected benefits to traffic safety and flow, a yellow skip centerline is recommended on Parkview Avenue between Village Drive and Park Way. The Commission may also wish to recommend installation of white parking stall markings (tees) along the north side of Parkview Avenue between Village Drive and Park Way.

Meeting notices were sent to all businesses adjacent to the 1200 to 1400 block of Parkview Avenue.

EHZ:

ATTACHMENTS

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

April 5, 2005

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

Re: Parkview Avenue

Dear Resident/Property Owner:

On March 24, 2005, the Parking and Public Improvements Commission reviewed a request for installation of a centerline stripe and parking stall markings on Parkview Avenue. The Commission voted to recommend the following:

- Installation of a centerline stripe on Parkview between Village Drive and Market Place
- Installation of parking stall markings on the north side of Parkview between Village Drive and Market Place

The City Council will review these recommendations at a public meeting on Tuesday, April 19, 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