



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: March 15, 2005

SUBJECT: Uphold the Parking and Public Improvements Commission Recommendation to Deny a Request for Installation of Stop Signs on Pacific Avenue at 23rd Street

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 stop signs on Pacific Avenue at 23rd Street
- Remove parking on both sides of Pacific Avenue within one car length of 23rd Street
- Require that tree branches on the northwest corner of Pacific Avenue and 23rd Street be trimmed back to improve visibility

FISCAL IMPLICATION:

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

BACKGROUND:

The City recently received a petition requesting installation of stop signs on Pacific Avenue at 23rd Street. The petitioners expressed concern for safety because of excessive speeds on Pacific Avenue. The request was reviewed by the Parking and Public Improvements Commission at a public meeting on February 24, 2005.

DISCUSSION:

As described in the attached staff report, the Traffic Engineer does not support installation of stop signs. The traffic volumes, prevailing speeds and accident history for the area do not meet the established criteria for an all-way stop installation. In order to enhance visibility at the intersection, he suggested installation of red zones on both sides of Pacific Avenue within 40 feet of 23rd Street and that tree branches on the northwest corner of the intersection be trimmed back.

At the Commission meeting public testimony was provided by one resident. He is opposed to installation of stop signs because of concerns about increased congestion and difficulty backing out of his driveway. The Commission concluded that adding stop signs would not be appropriate. They voted unanimously to recommend the following:

- Denial of the request for stop signs
- Elimination of parking on Pacific Avenue within one car length of the intersection
- Require that tree branches within nine feet of the ground on the northeast corner be trimmed to improve visibility

Should the Council decide to approve the requested stop signs, adoption of the attached Resolution No. 5967 would amend the City's Traffic Resolution to include this intersection.

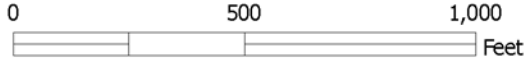
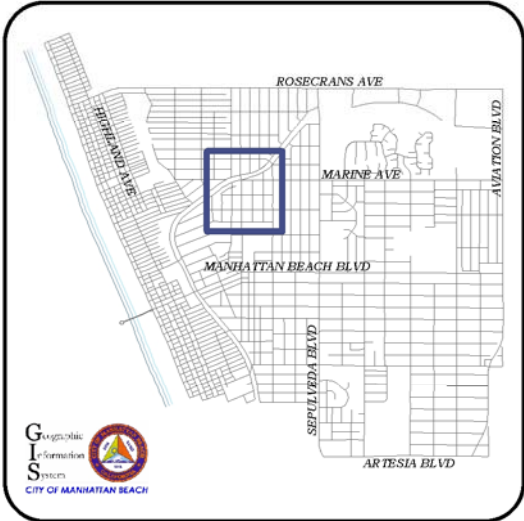
Meeting notices were sent to all properties within 300 feet of the subject intersection.

ALTERNATIVES:

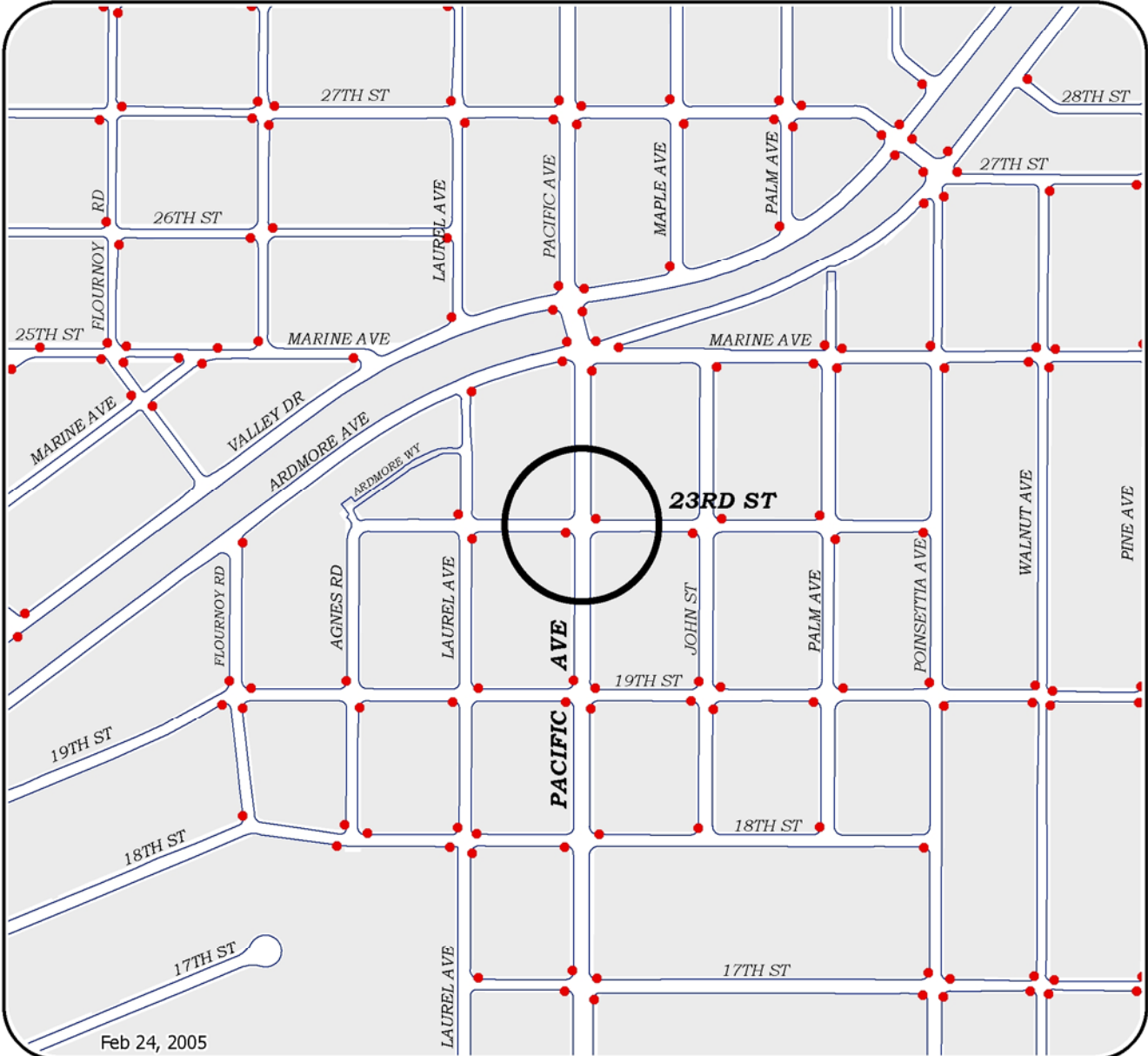
1. **APPROVE** the recommendation of the Parking and Public Improvements Commission.
2. **REMOVE** this item from the Consent Calendar and provide staff with direction.

- Attachments:
- A. Area map
 - B. Resolution 5967
 - C. Excerpt from PPIC minutes of 2/24/05
 - D. PPIC report dated 2/24/05, with attachments
 - E. Meeting notice, 3/1/05

Request for Stop Sign: Pacific Ave @ 23rd St



● Existing Stop Signs



Feb 24, 2005

RESOLUTION NO. 5967

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, AMENDING SECTION 21 (THROUGH STREETS AND STOP INTERSECTIONS) OF RESOLUTION NO. 2715 (THE TRAFFIC RESOLUTION)

THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That Section 21 (Through Streets and Stop Intersections) of Resolution No. 2715 of the City of Manhattan Beach, California, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, DEFINING AND ESTABLISHING CERTAIN STREETS AND PARTS OF STREETS IN THE CITY OF MANHATTAN BEACH AS ONE-WAY STREETS, THROUGH STREETS AND STOP INTERSECTIONS. RAILROAD GRADE CROSSINGS, NO PARKING AREAS, DIAGONAL PARKING ZONES, NO STOPPING ZONES, TRUCK ROUTES, COMMERCIAL VEHICLE PROHIBITED STREETS AND WALK STREETS

passed and adopted on the 19th day of November, 1968, shall be amended by adding the following:

Boulevard Stops:

Deletes:

	<u>Intersection</u>	<u>Entrance</u>
21p-1,	Pacific Avenue at 23rd Street	Northerly and Southerly

SECTION 2. This resolution shall take effect immediately.

SECTION 3. The City Clerk shall make this Resolution reasonably available for public inspection within thirty (30) days of the date this Resolution is adopted.

SECTION 4. The City Clerk shall certify to the adoption of this Resolution and thenceforth and thereafter the same shall be in full force and effect.

PASSED, APPROVED and ADOPTED this 15th day of March, 2005.

- Ayes:
- Noes:
- Absent:
- Abstain:

Mayor, City of Manhattan Beach, California

ATTEST:

City Clerk

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

1. Request for Stop Signs - Pacific Avenue at 23rd Street

Traffic Engineer Erik Zandvliet presented the staff report relative to a petition from Mr. Tom Howat requesting stop signs in all directions at the intersection of Pacific Avenue and 23rd Street. He relayed that the petition, signed by 27 residents at 18 homes in the area, states that speeding needs to stop on Pacific Avenue.

Traffic Engineer Zandvliet reviewed staff's findings and analysis of the request and indicated that based on restricted sight distance for motorists waiting at the existing stop signs, the removal of parking on both sides of Pacific Avenue within 40 feet of the corner at 23rd Street and trimming or removal of the existing tree branches on the northwest corner of 23rd Street and Pacific Avenue is recommended to improve visibility. He stated that staff does not believe a stop sign is warranted at this intersection based on volumes, speed or collision history.

The Commission held discussion on this item with Traffic Engineer Zandvliet clarifying that four or five parking spots would be lost by the proposed red curbing

Audience Participation

Chris Hein, Pacific Avenue, thanked staff for the thorough study of this request and agreed with their recommendation that a stop sign is not appropriate at this location. He stated that a stop sign would impede the even flow of traffic that currently exists and make it more difficult to exit his driveway.

In response to an inquiry from Commissioner Lesser, Mr. Hein stated that he is not opposed to red curbing.

Discussion

Commissioner Osterhout shared that he supports staff's recommendations against the installation of stop signs but is concerned with the number parking spaces that will be removed by the red curbing.

Commissioner Lesser agreed with Commissioner Osterhout's comments and inquired if staff looked into any other measures to calm/slow down traffic.

In response, Traffic Engineer Zandvliet stated that staff does not believe additional traffic calming

measures are needed in this area. He shared that the “ideal” length of red curbing would be 40 feet (causing the loss of 4 parking spaces) and if the Commission decided to reduce the red curb length to preserve parking spaces it would be “less than ideal” but adequate.

Commissioner Lesser commented that he would defer to staff to determine the proper length of red curbing and parking spaces needed.

Acting Chairperson Ackland stated that she too is concerned about the loss of parking spaces and also believes the issue at hand in this situation like many other situations throughout the City is “adequate policing”.

Commissioner Osterhout questioned if residents had the opportunity to meet with the Police Department’s designated Area Traffic Officer on this matter before the issue reached this stage. He stated that he was of the understanding that this step was included in City’s toolbox of traffic measures checklist, as the Police Department could provide valuable input on such situations.

Traffic Engineer Zandvliet explained that the process calls for the petition request to first come before the Commission and that the Police Department is informed and asked to provide any necessary input. He also noted that the length of red curbing could be reduced to 20 feet to preserve parking spaces.

Action

A motion was MADE and SECONDED (Osterhout/Lesser) to approve the following:

1. Removal of one parking space on each side on Pacific Avenue on each side of 23rd Street.
2. Trim the existing tree branches within 9 feet of the ground near the northwest corner of Pacific Avenue and 23rd Street.
3. Deny the installation of multi-way stop signs at the intersection.

AYES: Lesser, Osterhout, Acting Chairperson Ackland

NOES: None

ABSENT: Lang, Saunders

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: February 24, 2005

SUBJECT: Request for Stop Signs
Pacific Avenue at 23rd Street

RECOMMENDATION:

That the Commission recommend the following:

1. Removal of parking on both sides of Pacific Avenue within 40 feet of 23rd Street,
2. Trim the existing tree branches within 9 feet of the ground near the northwest corner of Pacific Avenue and 23rd Street.

BACKGROUND:

On December 21, 2004, Mr. Tom Howat, at 2404 Pacific Avenue, submitted a petition requesting stop signs in all directions at the intersection of Pacific Avenue and 23rd Street. The petition states that speeding needs to stop on Pacific Avenue. The petition is signed by 27 residents at 18 homes in the area.

DISCUSSION:

Pacific Avenue is a 40-foot wide, two-lane major local street that connects with Valley Drive/Ardmore Avenue to the north and Manhattan Beach Boulevard to the south. Pacific Avenue provides north-south circulation for several streets in the area and is stopped at Ardmore Avenue 400' to the north and 19th Street 400' to the south. 23rd Street is a 30-foot wide, two-lane local street that terminates at Agnes road to the west and Poinsettia Avenue to the east. The speed limit on both streets is 25 mph. Both streets have curbs, gutters and sidewalks. The intersection of 23rd Street and Pacific Avenue is located in a single family residential area. There are slight downhill vertical slopes on Pacific Avenue to the north and south of 23rd Street. Parking is allowed on both sides of both streets. Pacific Elementary School is on Pacific Avenue at 17th Street south of subject intersection.

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 near the intersection during this five-year period. No collision patterns were identified.

A traffic volume count was conducted as part of a General Plan update in October 2001. While the data is several years old, staff is confident that it is still representative of a typical weekday. A summary of the peak hour and daily traffic volume is provided below:

DIRECTION	AM PEAK HOUR	PM PEAK HOUR	DAILY
Northbound (Pacific Ave.)	294	184	2,141
Southbound (Pacific Ave.)	182	276	2,186
Subtotal	476	460	4,327
Eastbound (23rd Street)	<75	<75	<500
Westbound (23rd Street)	<75	<75	<500

The existing Citywide Engineering and Traffic Survey was completed in April 2003. The speed limit was reduced in 2003 from 30 mph to 25 mph as the result of this survey. A statistical summary of the recorded speeds shown below confirms that prevailing speeds on Pacific Avenue are typical for a residential area and are considered lower than normal for a major local street.

Average Speed 25 mph
85th Percentile Speed 29 mph
10-mile Pace Speed 22-31 mph

Field observations were made at the intersection during peak travel periods. Staff confirmed the empirical traffic count data and speed data. Pacific Avenue carries moderate traffic volumes appropriate for its designation as a major local street. 23rd Street carries very low traffic volumes. No delays were observed at the intersection.

There are two existing conditions that reduce sight distance for drivers stopped on Pacific Avenue. First, any vehicles parked close to the intersection restrict the view of stopped drivers looking north and south on Pacific Avenue. Second, existing landscaping on the northwest corner further restricts the view.

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 for speed control.

A stop sign warrant checklist is attached to this report that indicates that multi-way stop signs are not warranted at this intersection based on volumes, speed or collision history. Multi-way stop signs would be more appropriate at a location with higher minor street volumes and/or a traffic collision history. However, if the restricted sight visibility can not be remedied first by other means, multi-way stop signs could be considered at a future date.

CONCLUSION:

Based on restricted sight distance for motorists waiting at the existing stop signs, the removal of parking on both sides of Pacific Avenue within 40 feet of the corner at 23rd Street is recommended. Also, the existing tree branches on the northwest corner of 23rd Street and Pacific Avenue should be trimmed or removed to improve visibility. The installation of stop signs in all directions is not recommended at this time. Meeting notices were sent to all properties within 300 feet of the subject intersection.

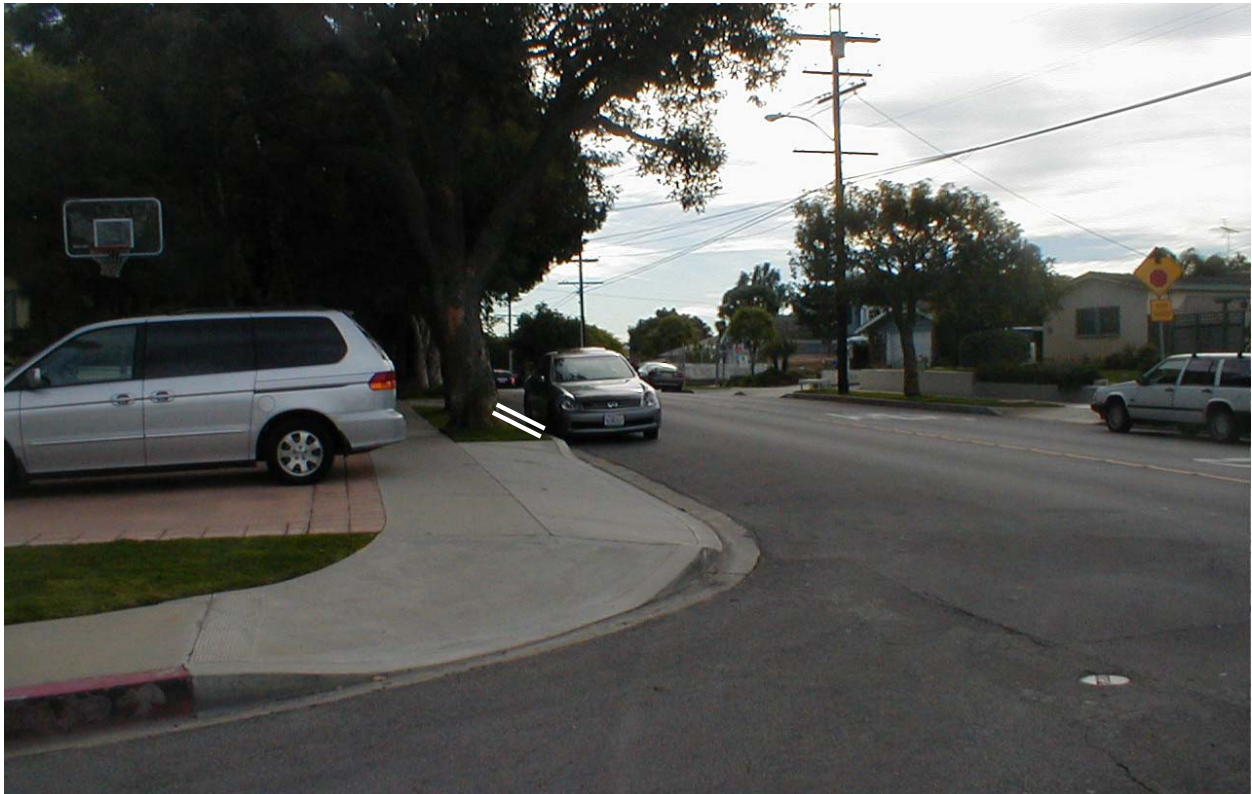
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ATTACHMENTS

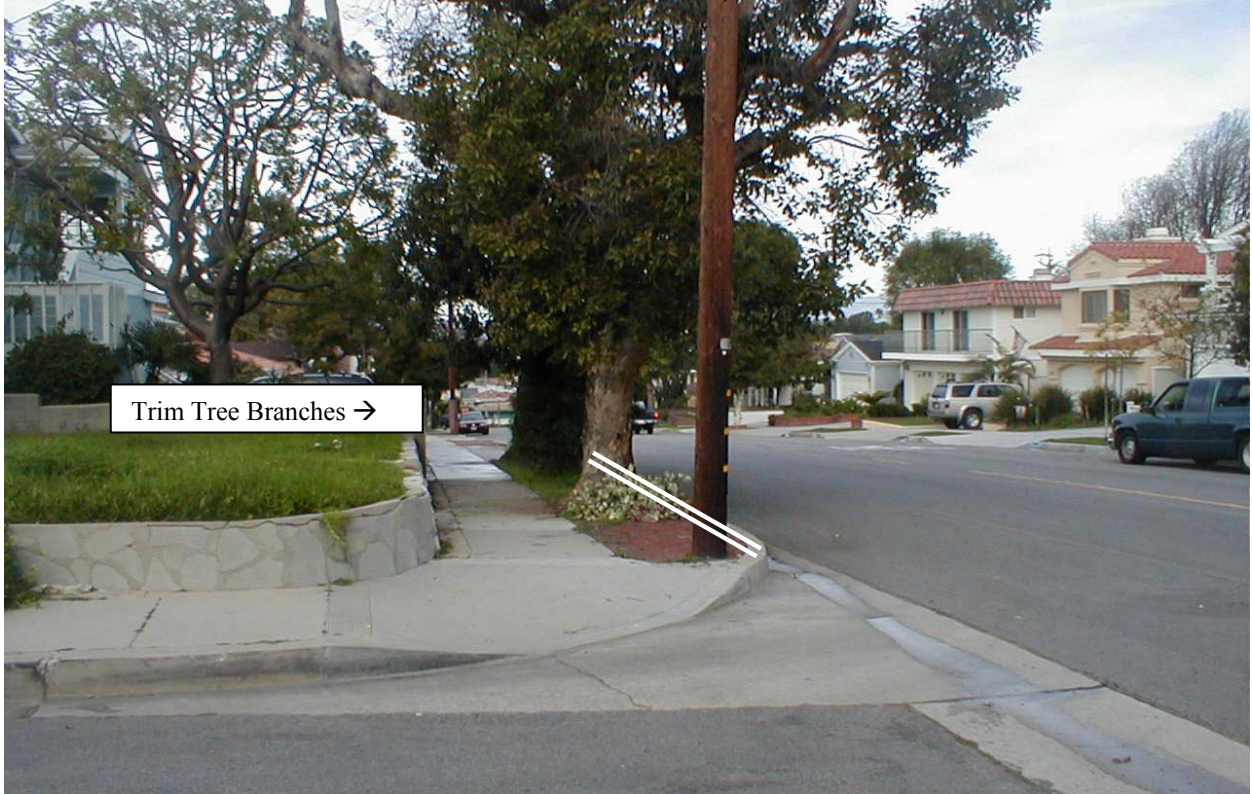
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Pacific Avenue at 23rd Street Looking Northbound (East Side)



Pacific Avenue at 23rd Street Looking Southbound (East Side)



Pacific Avenue at 23rd Street Looking Northbound (West side)



Pacific Avenue at 23rd Street Looking Southbound (West side)



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

March 1, 2005

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

Re: Request for Stop Signs – Pacific Avenue at 23rd Street

Dear Owner/Resident:

On February 24, 2005, the Parking and Public Improvements Commission reviewed a request for installation of stop signs on Pacific Avenue at 23rd Street. The Commission voted to recommend the following:

- That stop signs not be installed at this time
- That parking be removed on both sides of Pacific Avenue within one car length of 23rd Street
- That tree branches on the northwest corner of Pacific Avenue and 23rd Street be trimmed back to improve visibility

The City Council will review these recommendations at a public meeting on Tuesday, March 15, 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