


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

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development

BY: Erik Zandvliet, Traffic Engineer 

DATE: March 22, 2007

**SUBJECT: Grand View Elementary School Traffic and Parking Study
Follow-Up Evaluation**

RECOMMENDATION:

It is recommended that the Commission conduct a public hearing and vote to continue the initial traffic safety measures and implement the following additional measures for the area surrounding the Grand View/Ladera School campuses:

- A. Install stop signs in all directions at the intersection of 24th Street and Vista Drive.
- B. Add a left turn restriction out of the westerly Grand View parking lot driveway onto 24th Street on Wednesdays between 1 and 2pm.
- C. Install "KEEP CLEAR" markings within the intersection of 24th Street and Manor Drive.
- D. Paint approximately 20 feet of red curb on the east side of Alma Avenue just south of 24th Street for improved intersection circulation and visibility.
- E. Remove parking on the east side of Bell Avenue north of 27th Street and restripe to provide diagonal parking on the west side of the street segment (net +4 spaces).
- F. Restripe Bell Avenue just south of 27th Street to provide a northbound left turn lane into the Ladera loading zone.
- G. Restrict left turns from westbound 27th Street to southbound Bell Avenue during peak school dismissal times on school days only on a trial basis, subject to a City survey of residents living on 27th Street showing support for the measure.
- H. Extend student loading zone at Ladera Campus southerly to the existing green 24-Minute Parking zone.
- I. Consider a future capital project to widen the north side of 24th Street adjacent to the Grand View School parking lot with addition to the Capital Projects List.

BACKGROUND:

On November 19, 2002, the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). This Program established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The NTMP created a consistent way for the City to evaluate traffic requests, so that a comprehensive plan can be implemented that will minimize adverse impacts both before and after implementation of traffic calming measures.

On March 18, 2003, the City Council prioritized several areas of the City for further analysis. At that meeting, the City Council identified the neighborhoods immediately around the elementary and middle schools as one of these priority areas. Since each school area has unique conditions and issues, each school is being evaluated separately. Grand View was chosen as the first priority.

The NTMP Program has been followed in developing possible vehicular and pedestrian improvements for the Grand View and Ladera school areas. The process includes the following seven steps:

- Step 1-** Identify Candidate Streets/Neighborhoods
- Step 2-** Preliminary Screening and Evaluation
- Step 3-** Engineering Analysis/Preliminary Recommendations
- Step 4-** Neighborhood Meetings and Survey/Petitions
- Step 5-** Develop, Install, and Evaluate Test projects
- Step 6-** Determination of Permanent Project
- Step 7-** Monitoring

To initiate the NTMP process, City and Police Department Staff met on several occasions with school representatives and local resident groups to listen and discuss school related traffic concerns. Additional comments gathered at a public meeting on March 27, 2006 and via correspondence to the City have also been incorporated into the analysis.

On April 27, 2006, a status report/public forum was held at the Parking and Public Improvements Commission (PPIC) meeting. At that meeting, both residents and school representatives gave additional insight into traffic conditions surrounding the school campuses.

On May 25, 2006, the PPIC heard public testimony and reviewed the list of initial recommendations prepared by the Traffic Engineer to begin addressing school and resident concerns in the neighborhood surrounding the Grand View Elementary School and Ladera School campus. The Commission voted to make several changes to the recommended measures.

On July 18, 2006, the City Council discussed the Commission's recommendations and heard additional public testimony from school representatives and residents surrounding the school area. The City Council approved the following initial measures for a trial period, with changes to the Commission's recommendations noted in italics or strikeouts:

1. Replace missing traffic signs and street name signs.
2. Concentrate parking enforcement around both campuses.
3. Paint red zones at key intersections.
4. Relocate existing stop bar northerly on south leg of Vista Drive at 24th Street.
5. Post signs to prohibit left turns out of the Grand View School parking lot at the westerly driveway during loading/unloading times only.
6. *Authorize future posting of signs to prohibit eastbound to northbound left turns from 24th Street into the Grand View campus between 2:00pm and 3:30pm and during the morning drop-off period subject to the Traffic Engineer's discretion in consultation with the School.*

7. Prohibit parking on Manor Drive between 24th Street and 21st Street during school hours and paint a white edgeline *along the east side of the street.*
8. Post pedestrian warning signs on Vista Drive between Grand View School and 33rd Street.
9. Pursue a *future* capital project to construct a pedestrian walkway along Grandview Avenue between Grand View School and 28th Street *to be added to the Capital Projects List.*
10. Paint school crosswalks at 24th Street and Alma Avenue.
11. Change existing street sweeping parking restriction times on Bell Avenue between Blanche Road and the north end to early morning or after school hours, *with the short term objective to avoid Wednesdays between 1pm and 3pm.*
12. Post 24-minute parking restrictions on approximately four (4) parking spaces on the west side of Bell Avenue just south of the drop-off loop.
13. Extend white student loading zone, paint red curb and post signs to restrict parking in loading zone area near 27th Street.
14. Cut back median nose at Bell Avenue drop-off loop.
15. Relocate the crossing guard currently posted at Blanche Road/27th Street to the Bell Avenue/27th Street intersection.
16. *Add a crossing guard at Bell Avenue/Blanche Road/25th Street or other location, subject to a prioritization of other crossing locations near Grand View School.*
17. *Encourage the schools to provide additional volunteer or staff supervision to assist student loading/unloading at both loading zones.*
18. *Encourage the schools to implement a formal student car-pool and walking incentive program for both parents and students.*
19. a) Widen existing loading zone lane along Grand View parking lot to permit by-pass lane next to waiting vehicles (*Alternative A*), b) *extend the existing loading zone (Alternative E), and c) allow loading at the west end of the northerly parking aisle (Alternative F).*
20. ~~Consider adding a student loading area in the west playground by cordoning off the south side for vehicles and the north side for waiting students.~~
21. *Pursue a future capital project to construct curb and sidewalk on 24th Street adjacent to the west playground to be added to the Capital Projects List.*
22. ~~Study the feasibility of converting an unused dirt area on the Ladera Campus at the east end of the 24th Place alley to gated teacher and staff parking for either campus.~~
23. *Encourage the School District to relocate "Mommy & Me" classes to a different location due to insufficient parking and the nature and schedule of classes.*
24. *Encourage the schools to regularly circulate a parking and traffic safety handout to all users of both campuses.*
25. Paint a white edgeline on Vista Drive between 24th Street and 33rd Street.
26. Post a two-hour parking zone between 7:00am and 3:00pm on the north side of 24th Street, in the area east of Vista Drive.
27. Provide suggested routes to school maps for distribution to students.
28. Prohibit left turns out of the Bell Avenue drop-off loop.

Immediately after the City Council meeting, the Public Works Department began constructing the widened loading zone. This work was completed before school started on August 30, 2006.

DISCUSSION:

Grand View Elementary School is located on 24th Street in the northwest quadrant of the city, commonly called the Sand Dune area. The school attendance boundary extends from the beach on the west, Rosecrans Avenue to the north, Laurel Avenue to the east, and Valley Drive/Manhattan Beach Boulevard to the south. There are 680 students in Grades K through 5. School begins at 8:15am with two dismissals at approximately 2:15pm and 2:45pm. There are 62 off-street parking spaces in the front parking lot and 10 diagonal spaces along Vista Drive.

Circulation around Grand View School is primarily via 24th Street in front of the school, served by an off-street dedicated loading zone along the north side of the school parking lot. A side gate is open on Alma Avenue during certain dismissal periods. Many 4th and 5th graders enter and leave via Bell Avenue through the Ladera School campus.

The Ladera School campus is located adjacent to Grand View School on Bell Avenue. The campus is partly used for 4th and 5th Grade classrooms and the remainder is sublet to private school related uses such as "Mommy & Me" classes, a Montessori school (110 students), a private pre-school and other adult classes. There are approximately eight (8) off-street parking spaces in the parking lot just north of the buildings.

Circulation around Ladera School campus is via Bell Avenue. Since Bell Avenue ends just north of the campus, school traffic often uses 29th, 27th, and 26th Streets between Bell Avenue and Blanche Road. Bell Avenue connects with Blanche Road at 24th Street in a five-way stopped intersection.

The local neighborhood streets surrounding Grand View and Ladera School campuses are built in a grid network and served by local collector streets such as Blanche Road, Highland Avenue and Valley Drive. Many of the local streets are very narrow, often 20 feet wide without curbs, gutters or sidewalks. Parking pads on public parkways provide supplemental parking for residents and school related needs. All of the local streets surrounding the school campuses are congested at arrival and dismissal times on school days, often blocking local residential traffic.

EVALUATION OF INITIAL MEASURES

Staff conducted several follow-up field investigations to evaluate the effectiveness of the implemented traffic safety measures. As was expected, many of the residential streets surrounding both campuses continue to experience heavy traffic during peak loading times on school days. Some of these streets include 24th Street, 25th Street, 26th Street, 27th Street, Grandview Avenue and Manor Drive. However, field reviews confirm that traffic is flowing smoother, and appears to be more orderly. This can be attributed several factors: wider loading zone in front of the school, new loading instructions issued to the parents by the school, clear traffic markings as well as heightened police presence and a school campaign to walk to school. The improvements show how the combined efforts and cooperation of school leaders, PTA officials, City departments and Police staff have been able to make a difference. It also shows that all three "E's" - Engineering, Education and Enforcement, are necessary to make a traffic safety system work.

The Grand View Elementary School Principal and PTA have been very involved in all stages of this School area plan. Staff met with school representatives on January 23, 2007, to discuss their observations and suggestions for changes to the current plan. Their comments have been incorporated into this evaluation.

It should be noted that all of the measures have not been implemented to date, and several have only recently been completed. A more detailed analysis of each approved measure is provided below:

1. Replace missing traffic signs and street name signs – This measure is partially completed. New school signs have been posted, but new street name signs are not installed due to work delays and customized sign orders.
2. Concentrate parking enforcement around both campuses – Additional police enforcement has been made, especially in the Fall, however, school representatives note that enforcement activity has been reduced in recent months.
3. Paint red zones at key intersections – This measure has been implemented at several locations with high pedestrian crossings and appears to help improve corner sight visibility and turning ability.
4. Relocate existing stop bar northerly on south leg of Vista Drive at 24th Street - This measure was completed before school resumed, and has improved sight distance for northbound drivers, however, right-of-way confusion, traffic volumes and pedestrian crossings justify the installation of stop signs in all directions. (See analysis below.)
5. Post signs to prohibit left turns out of the Grand View School parking lot at the westerly driveway during loading/unloading times only – This measure was installed before school resumed and has proven to be effective in reducing congestion and vehicle turning conflicts on 24th Street. However, the restriction does not cover the Wednesday school dismissal time, so additional wording should be added to restrict left turns on Wednesdays between 1 and 2pm.
6. Authorize future posting of signs to prohibit eastbound to northbound left turns from 24th Street into the Grand View campus between 2:00pm and 3:30pm and during the morning drop-off period subject to the Traffic Engineer's discretion in consultation with the School – This measure has not been implemented to date. After reviewing the current traffic flow in front of the school, staff believes this measure would tend to increase the length of the vehicle line along 24th Street east of the school, and adversely affect residents.
7. Prohibit parking on Manor Drive between 24th Street and 21st Street during school hours and paint a white edgeline along the east side of the street – This measure was recently completed and appears to be encouraging more walking to school, while raising driver awareness of pedestrians on Manor Drive.
8. Post pedestrian warning signs on Vista Drive between Grand View School and 33rd Street – This measure was completed before school resumed and appears to be encouraging more walking to school, while raising driver awareness of pedestrians on Vista Drive.
9. Pursue a future capital project to construct a pedestrian walkway along Grandview Avenue between Grand View School and 28th Street to be added to the Capital Projects List – This measure has been placed on the Capital Projects List, and will be reviewed during the annual budget process this Spring.

10. Paint school crosswalks at 24th Street and Alma Avenue – This measure was completed before school resumed, and has improved driver awareness of the proximity of the school and possible school pedestrians. It has been noted that curb parking on the east side of Alma Avenue just south of the intersection causes some gridlock since northbound and southbound drivers are unable to pass each other when a vehicle is parked at this location. Staff believes removal of this one parking space is necessary to provide minimum traffic flow and better sight visibility of pedestrians within the crosswalk.
11. Change existing street sweeping parking restriction times on Bell Avenue between Blanche Road and the north end to early morning or after school hours, with the short term objective to avoid Wednesdays between 1pm and 3pm – This measure has not been implemented to date, however, the Public Works Department is pursuing this change as part of other changes to the street sweeping contract schedule. Staff believes this will help relieve non-resident parking intrusion in the neighborhood east of Bell Avenue at least two days per week.
12. Post 24-minute parking restrictions on approximately four (4) parking spaces on the west side of Bell Avenue just south of the drop-off loop – This measure was completed before school resumed. It is used by the Montessori School as a short-term parking zone for signing in-out students and by other visitors of the various Ladera Campus uses. Operationally, staff feels that the loading zone should be lengthened in order to provide more loading zone capacity and remove a short unrestricted parking zone between the two.
13. Extend white student loading zone, paint red curb and post signs to restrict parking in loading zone area near 27th Street - This measure was completed before school resumed. The loading zone appears to be operating more smoothly, and does not back-up as far as it did before the modification. However, an extensive queue still remains during peak loading times.
14. Cut back median nose at Bell Avenue drop-off loop - See No. 13.
15. Relocate the crossing guard currently posted at Blanche Road/27th Street to the Bell Avenue/27th Street intersection – The crossing guard was moved to Bell Avenue/27th Street when school resumed in the fall, and this location appears to have higher pedestrian volumes. However, there is some conflict between the directions of the guard and parents waiting in line or driving through the crosswalk. Additional training is recommended for those guards stationed at this location.
16. Add a crossing guard at Bell Avenue/Blanche Road/25th Street or other location, subject to a prioritization of other crossing locations near Grand View School – A crossing guard study has not yet been conducted to determine if any crossing guards should be added. Staff expects this study to be completed before the end of the current school year.
17. Encourage the schools to provide additional volunteer or staff supervision to assist student loading/unloading at both loading zones – The school is providing regular supervision to help loading and unloading along the loading zones. Additional volunteer or staff assistance at the Ladera loading turnout is recommended to improve loading efficiency further.
18. Encourage the schools to implement a formal student car-pool and walking incentive program for both parents and students – The school initiated a formal walking incentive program, and has designated Friday as “Walk to School Day” and March as “Walk to School month”. The school hands out stickers for students to wear proclaiming they walked to school that day.
19. a)Widen existing loading zone lane along Grand View parking lot to permit by-pass lane next to waiting vehicles (Alternative A), b) extend the existing loading zone (Alternative E), and c) allow loading at the west end of the northerly parking aisle (Alternative F) – This measure

was completed by the City before school resumed in the fall, and has greatly improved the loading zone efficiency. It has also improved conditions on 24th Street by increasing the loading zone capacity and reducing the amount of time that vehicles wait in the line that extends onto the street. Part C is not currently being used in the afternoon pick-up time but the line of cars waiting on 24th Street could be shortened further by using the school parking lot aisle for pick-up on busy days (Alternative F).

- ~~20. Consider adding a student loading area in the west playground by cordoning off the south side for vehicles and the north side for waiting students.~~
21. Pursue a future capital project to construct curb and sidewalk on 24th Street adjacent to the west playground to be added to the Capital Projects List – This measure will be considered in the upcoming budget process for addition to the Capital Projects List.
22. ~~Study the feasibility of converting an unused dirt area on the Ladera Campus at the east end of the 24th Place alley to gated teacher and staff parking for either campus.~~
23. Encourage the School District to relocate “Mommy & Me” classes to a different location due to insufficient parking and the nature and schedule of classes – The City’s Community Facilities Strategic Plan discussions and the School District have identified several tenants for possible relocation to other community or school facilities to reduce impacts on the neighborhood. It is unknown if any Ladera campus tenants will be relocated next school year.
24. Encourage the schools to regularly circulate a parking and traffic safety handout to all users of both campuses – Special safety and walking handouts have been distributed to parents and students on a quarterly basis, beginning in September. City staff helped prepare and customize the handouts for Grand View Elementary School.
25. Paint a white edgeline on Vista Drive between 24th Street and 33rd Street – This measure was completed and appears to be encouraging more walking to school, while raising driver awareness of pedestrians on Vista Drive.
26. Post a two-hour parking zone between 7:00am and 3:00pm on the north side of 24th Street, in the area east of Vista Drive – This measure was completed and is often being used by visitors to the school, especially when all spaces are occupied in the school parking lot.
27. Provide suggested routes to school maps for distribution to students – Staff prepared a customized map for distribution to the school. The school actively uses this map as a way to encourage walking to school. The suggested routes appear to be working, and no route changes are recommended at this time.
28. Prohibit left turns out of the Bell Avenue drop-off loop – This measure was completed before school resumed in the fall, and appears to improve the efficiency of loading operation.

Other Possible Measures

Stop Signs at 24th Street and Vista Drive

Mr. Marty Friedman, a resident at 2319 Vista Drive, submitted a petition to install stop signs in all directions at the intersection of Vista Drive and 24th Street. The petition explains that the intersection is narrow and there are no sidewalks for students to use. Motorists often cut the corners and there are blind spots due to parked vehicles. In addition, the intersection has a large cross-gutter that causes vehicles to scrape and make noise all day long. The City Traffic Engineer has evaluated this intersection and recommends stop signs in all directions based on special traffic and safety related conditions including proximity to a school, intersection geometrics, limited sight distance and high pedestrian crossings.

“Keep Clear” at 24th Street and Manor Drive

Due to the continuing school related congestion on 24th Street during afternoon dismissal, residents often find it difficult to exit their driveways. More aggressive use of the on-campus loading zones will help shorten the vehicle line waiting to enter the school’s loading zone. Since the loading zone vehicle line often intrudes into the pedestrian paths and crosswalk near 24th Street and Manor Drive, a “KEEP CLEAR” marking on the pavement might help improve pedestrian safety at the intersection by preventing cars from waiting within the intersection or over the crosswalk.

Diagonal Parking on Bell Avenue north of 27th Street

The Ladera Campus site continues to experience a shortage of parking. Additional parking could be obtained by striping diagonal parking on the west side of Bell Avenue north of 27th Street only. This would require the removal of parking on the east side of the street. In this way, parking for the Ladera campus would be concentrated along the school’s frontage and away from residents. Also, outbound motorists leaving the diagonal parking would be more likely to exit via Bell Avenue instead of one of the other residential streets. Curb parking on Bell Avenue south of 27th Street would not change.

Left Turn Pocket on Bell Avenue at Ladera Loading Zone

Staff and school representatives observed regular congestion on Bell Avenue that causes many motorists to drive and park on residential streets to avoid the hassle. Much of the congestion is caused by northbound drivers waiting to make a left turn into enter the loading zone and blocking northbound and southbound vehicles. This could be alleviated by striping a left turn pocket just before 27th Street as a refuge for those left-turning vehicles. This would require shifting the centerline of the street westerly, however, there is no curb parking on the west side of the street near the loading zone.

Street Widening on 24th Street for Curb Parking

Pursuant to a school suggestion, it is believed that approximately 10 to 12 parking spaces could be obtained by widening the north side of 24th Street adjacent to the Grand View School parking lot. The existing area is within the existing 40-foot wide public right-of-way planted with various bushes and palm trees. This curb parking could be used for teachers, staff, visitors and others during the school day, and by residents and visitors after school hours. Design and construction costs are estimated at \$100,000 to \$150,000.

Prohibit Westbound Left Turns from 27th Street to Bell Avenue

School representatives have suggested restricting left turns from westbound 27th Street to southbound Bell Avenue during peak school dismissal times to improve circulation in the intersection and reduce school traffic on 27th Street. The City Traffic Engineer has analyzed this proposed measure and does not believe it would significantly impact the neighborhood, as long as it is implemented along with the northbound left turn pocket and only if residents on 27th Street support the action. While the Traffic Engineer believes a restriction would improve intersection safety, he does not believe it would significantly reduce traffic volumes, since westbound drivers may easily turn right at Bell Avenue and make a U-turn to wait in the loading

zone queue. This restriction could be implemented on a trial basis to determine its potential effect on the residential area.

NEXT STEPS

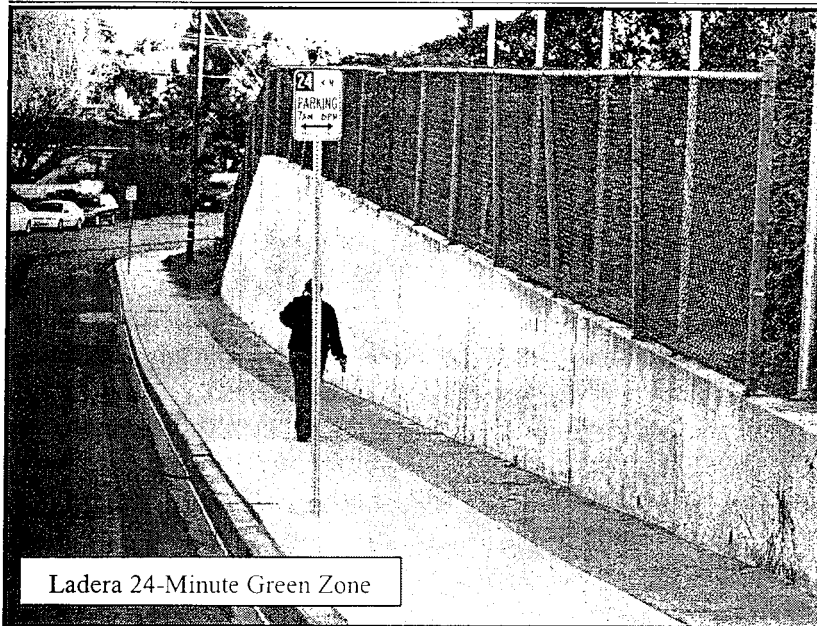
Pursuant to the Neighborhood Traffic Management Program, parents, school staff and residents will be invited to a public community workshop to discuss the recommended measures and gather comments regarding the existing and proposed conditions. The PPIC's recommendations and workshop comments will then be forwarded to the City Council. Once approved by the City Council, the initial measures would remain in place and new measures would be implemented. The City will continue to work with Grand View School and the School District to coordinate and monitor all measures. If the monitoring uncovers possible improvements that might improve traffic flow and safety, changes to the comprehensive plan would then be recommended to the PPIC as defined in the NTMP process.

Both the Fire and Police Departments have been involved in the preparation of the School Area NTMP and have no preliminary objections to the recommended actions. By way of mailed notices, the residents, school officials and affected parties surrounding the two school campuses have been invited to this PPIC meeting.

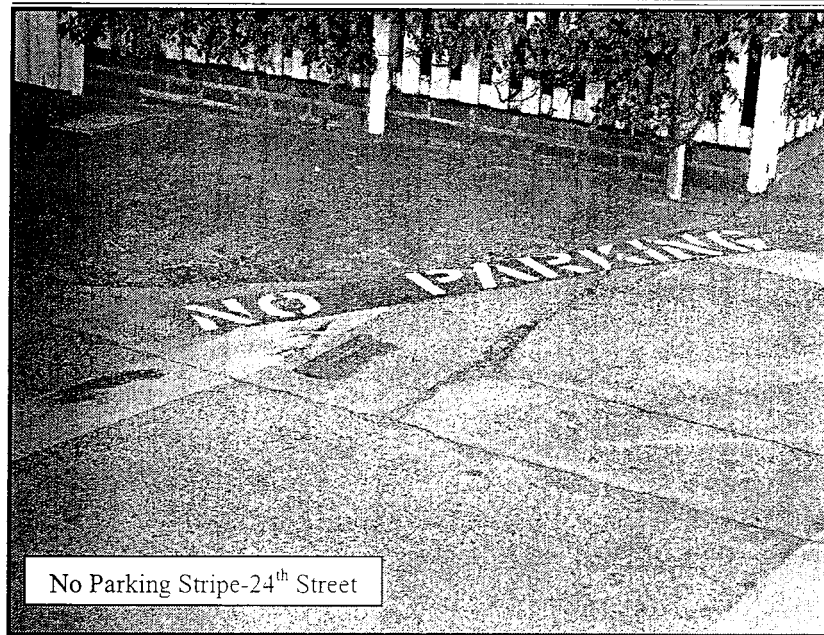
- Attachments:
- A. Site Pictures
 - B. Recommended Measures Diagram
 - C. Sketches of Approved Measures
 - C. 7/18//06 City Council Staff Report (Portions) and Minutes
 - D. Marty Friedman Petition for Stop Signs
 - E. Traffic Safety Handouts (distributed at meeting)
 - F. Suggested Routes to School Map
 - G. Meeting Notice



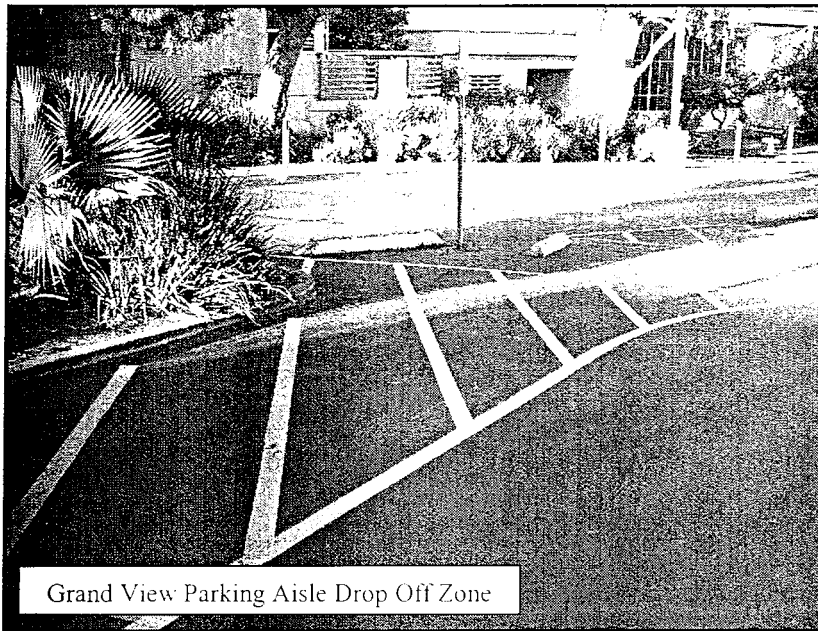
Ladera Loading Zone



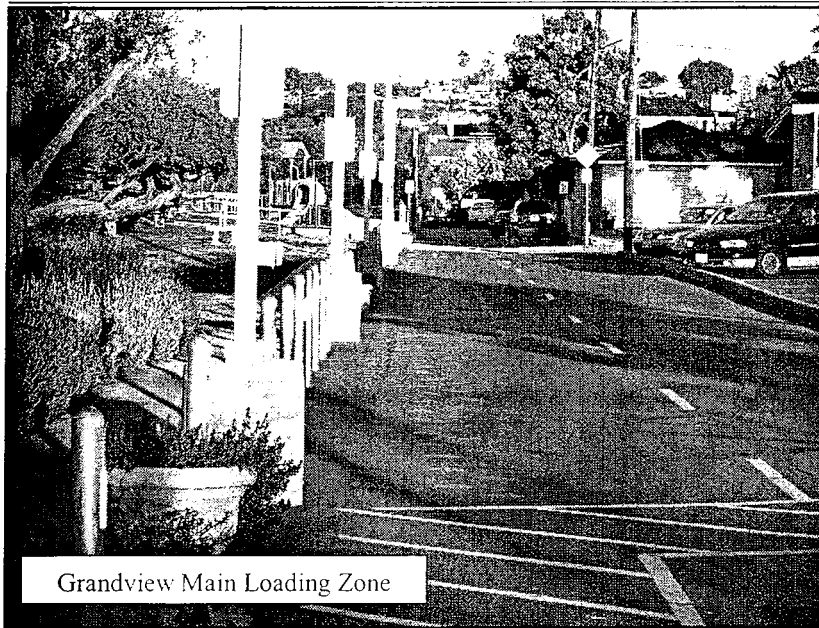
Ladera 24-Minute Green Zone



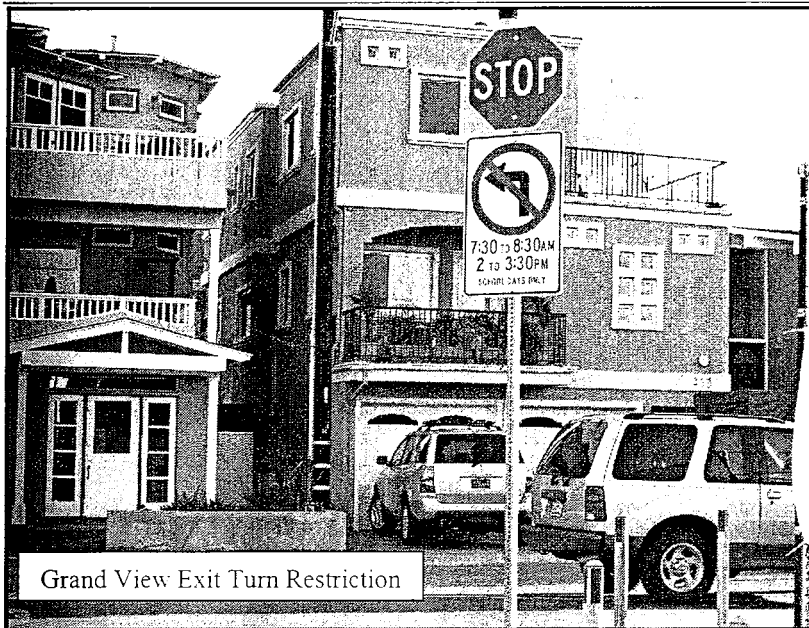
No Parking Stripe-24th Street



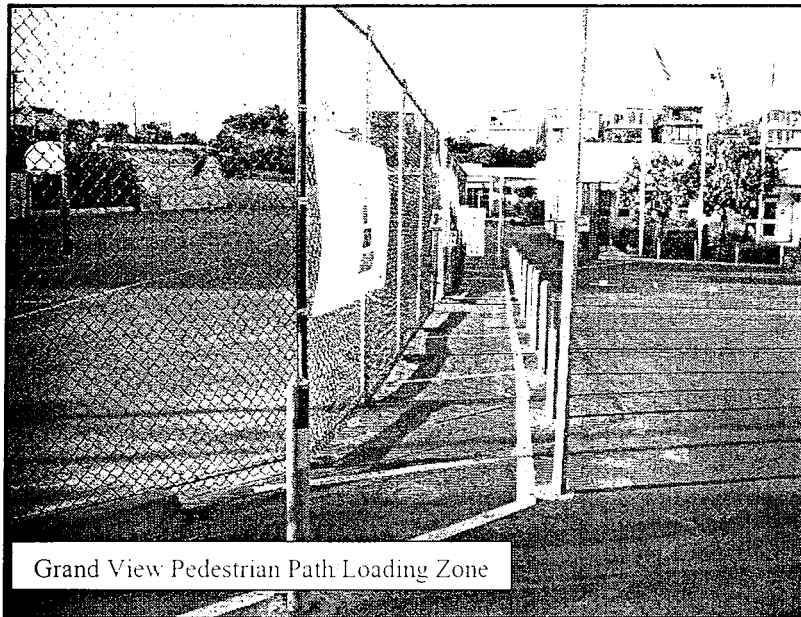
Grand View Parking Aisle Drop Off Zone



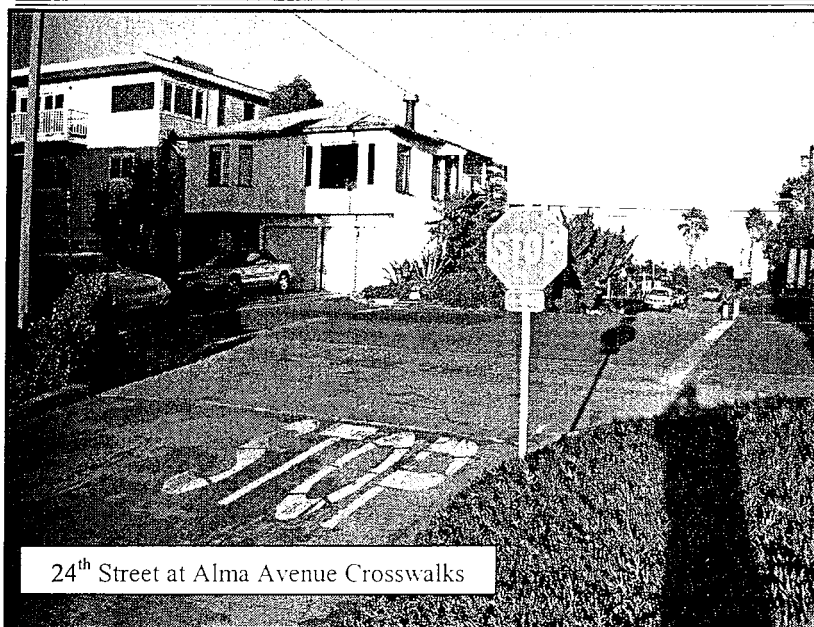
Grandview Main Loading Zone



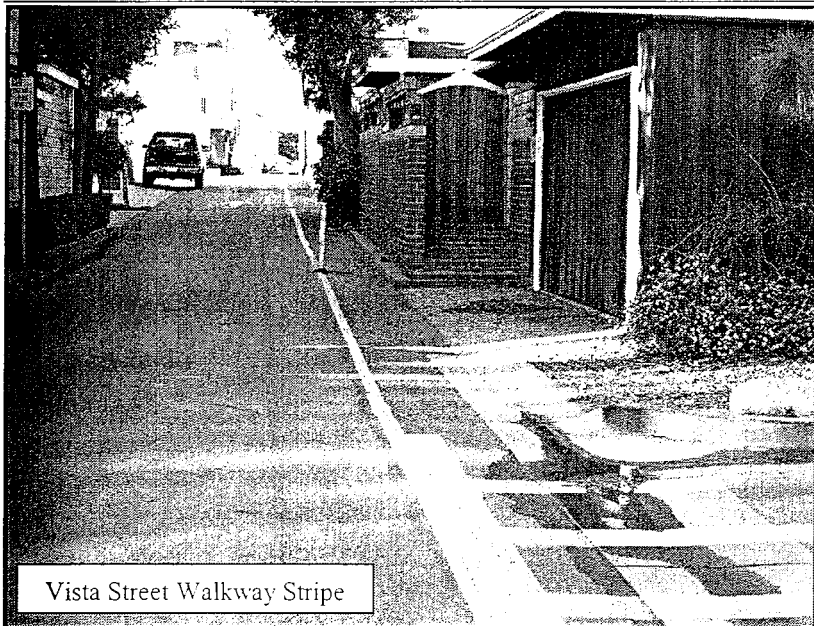
Grand View Exit Turn Restriction



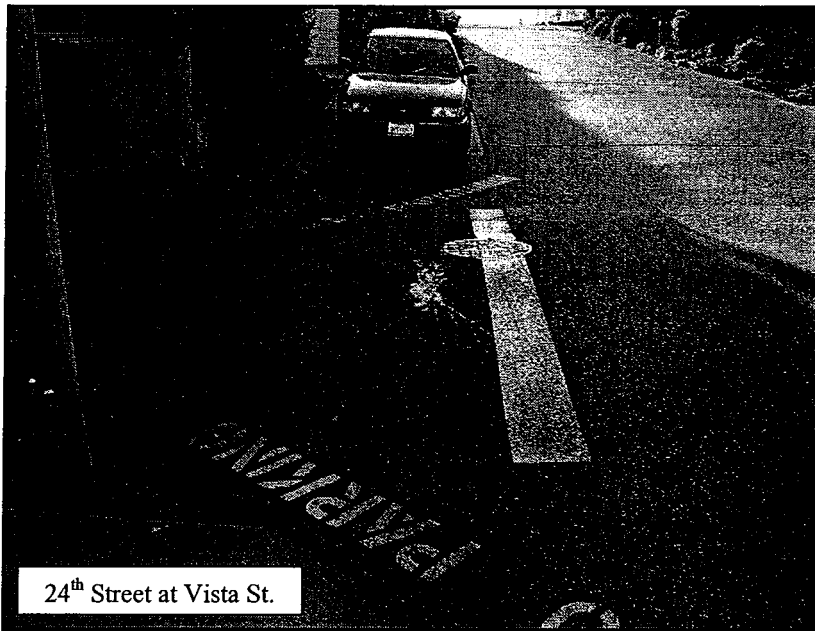
Grand View Pedestrian Path Loading Zone



24th Street at Alma Avenue Crosswalks

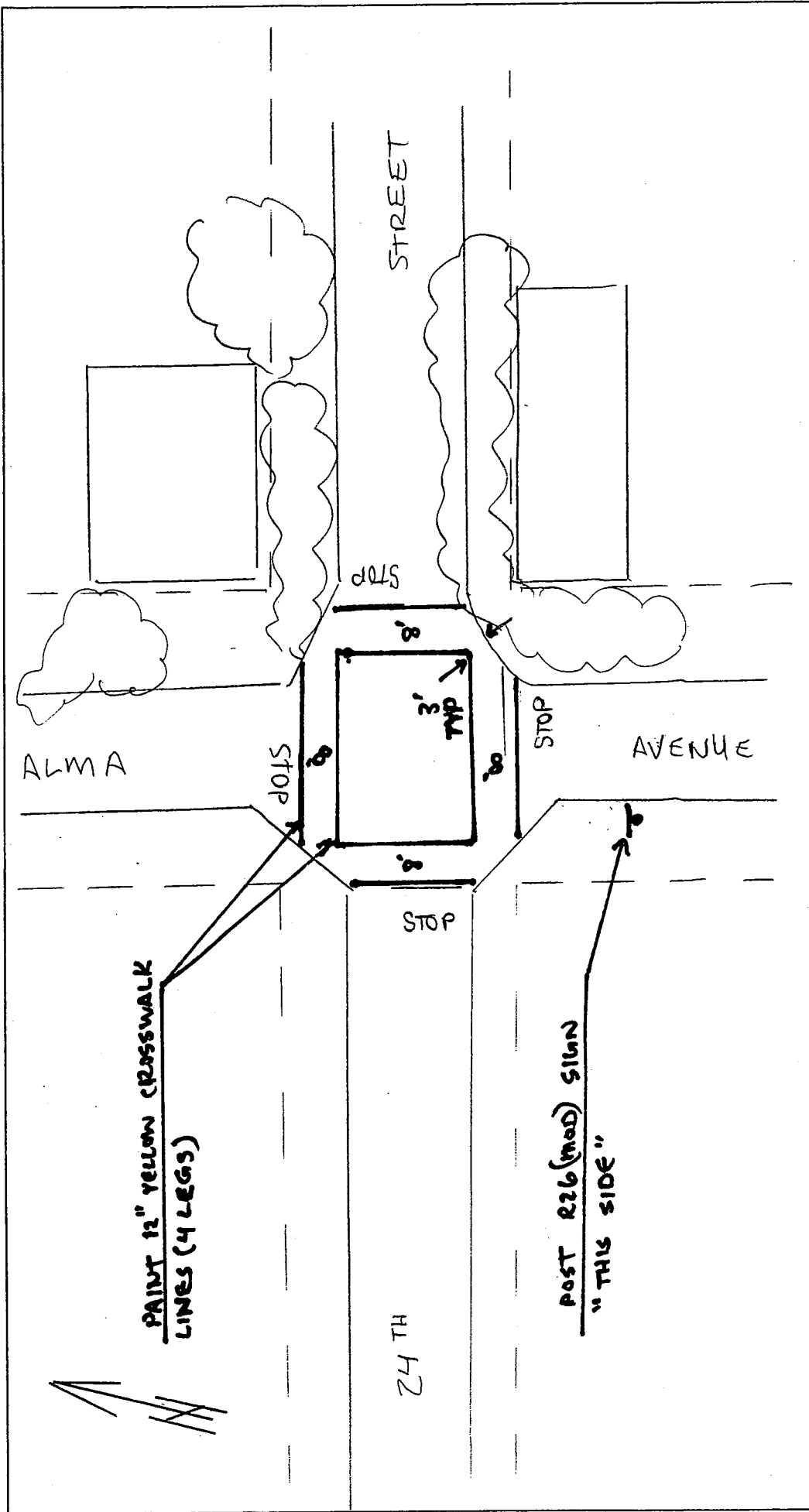


Vista Street Walkway Stripe



24th Street at Vista St.

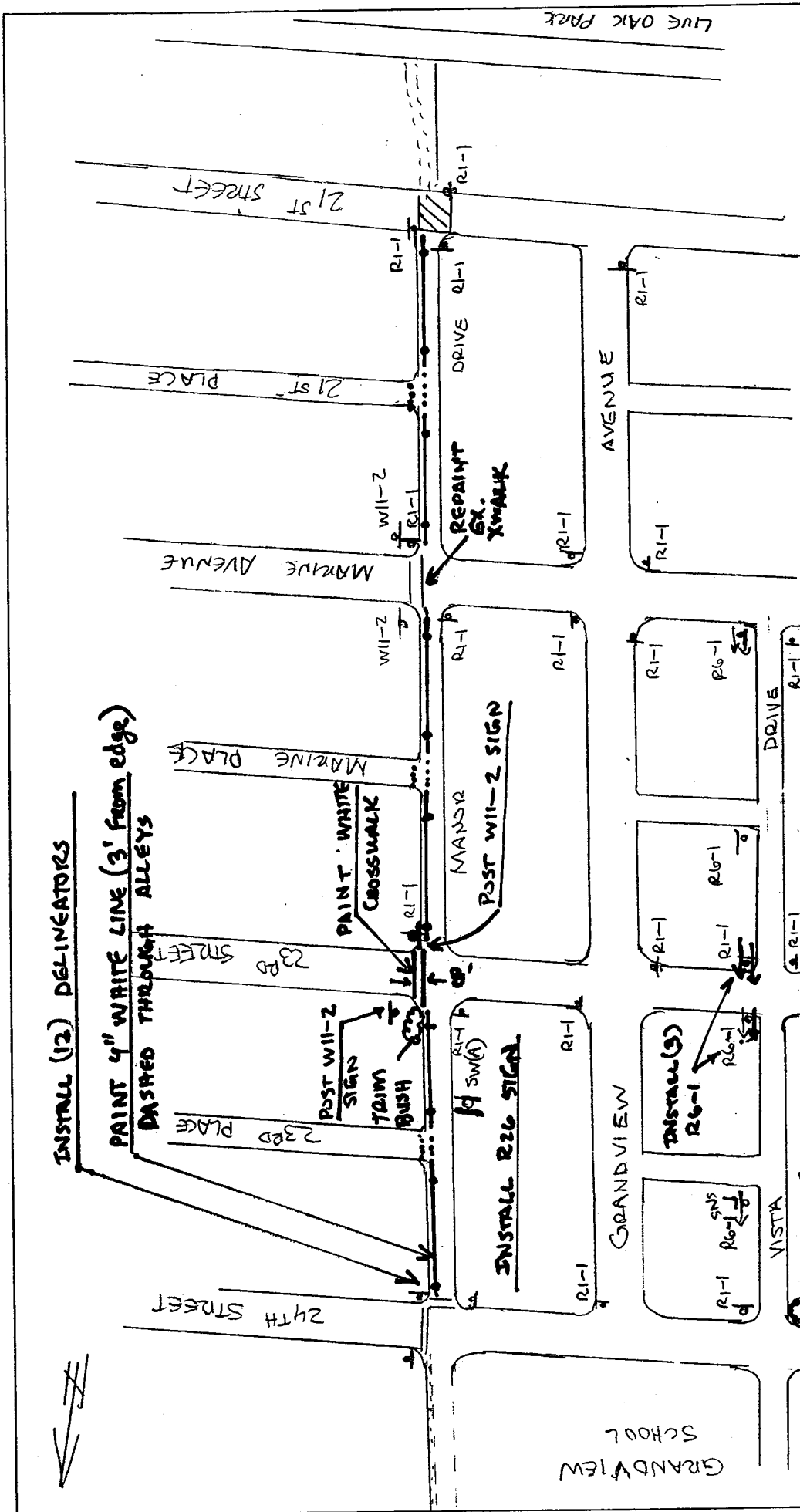




GRANDVIEW ELEMENTARY SCHOOL
 TRAFFIC SAFETY MEASURES
 ALMA AVENUE AT 24TH STREET SIGNS AND MARKINGS

City of Manhattan Beach
 Community Development Department
 Traffic Engineering

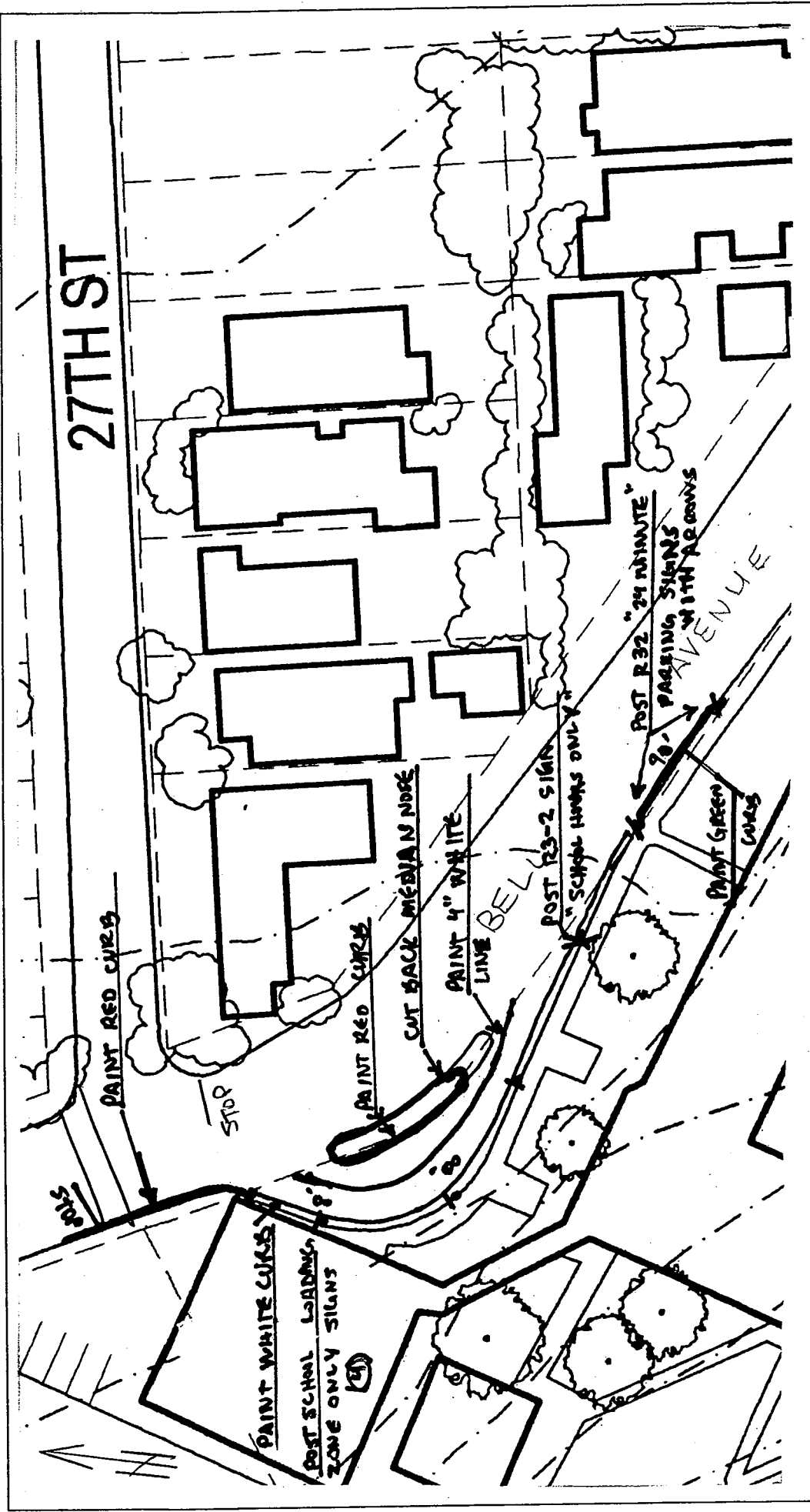




**GRANDVIEW ELEMENTARY SCHOOL
TRAFFIC SAFETY MEASURES
MANOR DRIVE SIGNS AND MARKINGS**

City of Manhattan Beach
Community Development Department
Traffic Engineering

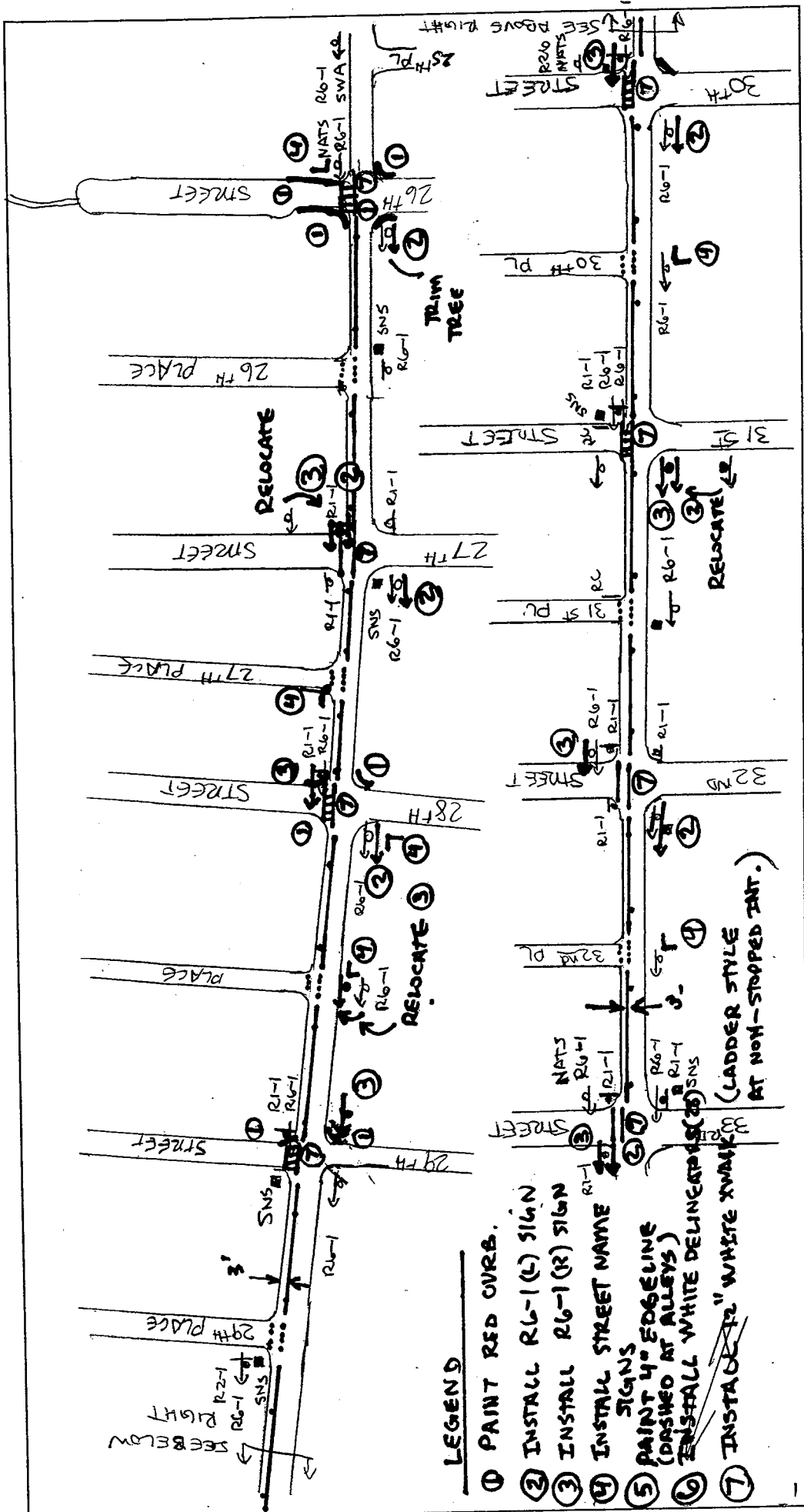




LADERA CAMPUS
 TRAFFIC SAFETY MEASURES
 BELL AVENUE SIGNS AND MARKINGS

City of Manhattan Beach
 Community Development Department
 Traffic Engineering





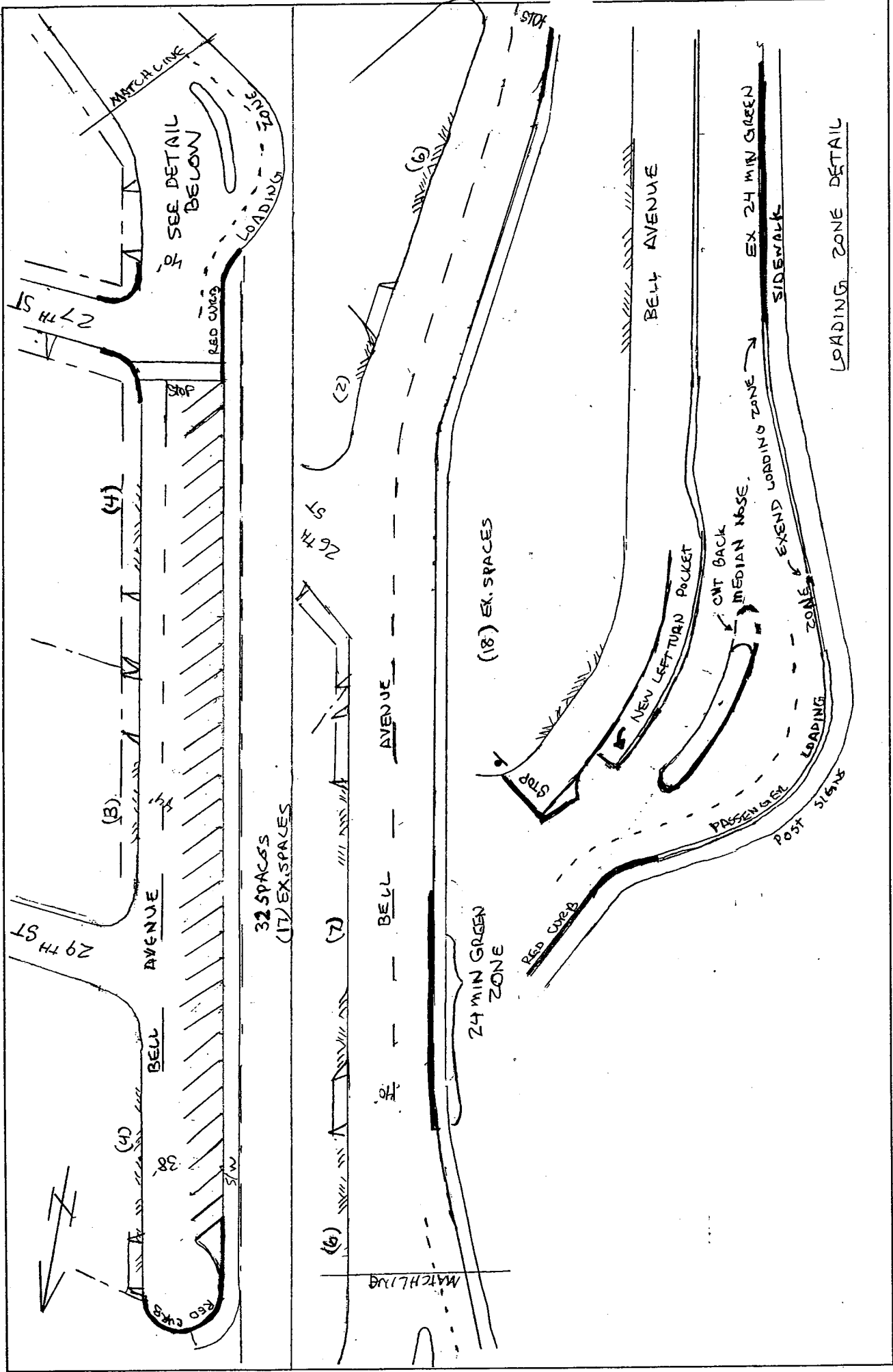
LEGEND

- ① PAINT RED CURB.
- ② INSTALL RG-1 (L) SIGN
- ③ INSTALL RG-1 (R) SIGN
- ④ INSTALL STREET NAME SIGNS
- ⑤ PAINT 4" EDGE LINE (DASHED AT ALLEYS)
- ⑥ INSTALL WHITE DELINEATORS (20) SNS
- ⑦ ~~INSTALL "WHITE XMARK"~~ (LADDER STYLE AT NON-STOPPED TINT.)

**GRANDVIEW ELEMENTARY SCHOOL
TRAFFIC SAFETY MEASURES
VISTA DRIVE SIGNS AND MARKINGS**

City of Manhattan Beach
Community Development Department
Traffic Engineering





LADERA SCHOOL CAMPUS
 PROPOSED SCHOOL AREA IMPROVEMENTS

City of Manhattan Beach
 Department of Community Development



Mayor Ward closed the Public Hearing at 7:30 p.m.

Councilmember Fahey shared that one of the most troubling trends in the courts is the number of juveniles being picked up for marijuana and possessing bogus prescriptions; that the relationship between marijuana and juvenile probationers who re-offend is 85%; that there is a legitimate reason for this type of Ordinance; and cited her strong belief that this type of establishment would be a nuisance to the community and urged adoption of the Ordinance.

Urging adoption of this Ordinance, Councilmember Aldinger stated that the 45 days will allow staff time to draft the proper Ordinance.

Mayor Ward conveyed his belief that a moratorium is appropriate, noting that no one wants to see children have access to drugs; agreed that the moratorium will give staff time to study how it can be further regulated or banned; and suggested contacting West Hollywood for statistical information on their plan.

MOTION: Councilmember Aldinger moved to adopt Urgency Ordinance No. 2086 establishing a moratorium on medical marijuana dispensaries. The motion was seconded by Councilmember Montgomery and passed by the following unanimous roll call vote:

Ayes: Aldinger, Montgomery, Fahey, Tell and Mayor Ward.
Noes: None.
Absent: None.
Abstain: None.

ORDINANCE NO. 2086

**AN URGENCY ORDINANCE OF THE CITY COUNCIL OF
THE CITY OF MANHATTAN BEACH, CALIFORNIA
IMPOSING A MORATORIUM ON MEDICAL MARIJUANA
DISPENSARIES IN THE CITY**

GENERAL BUSINESS

**06/0718.15 Consideration of Initial Recommendations for the Grandview Elementary School
Traffic and Parking Study**

Traffic Engineer Erik Zandvliet addressed Council with a PowerPoint presentation explaining the initial recommendations for the Grand View Elementary School Traffic Parking Study, which is the third management program area in the neighborhood Traffic Management Plan. He reviewed the proposed plan including general area-wide recommendations and specific recommendations as well as additional recommendations which were the result of meetings with some Councilmembers and the school Principal.

In response to Mayor Pro Tem Tell's comment that the lack of drop-off and pick-up space causes the traffic congestion problem, Traffic Engineer Zandvliet agreed that getting the loading zone to work efficiently is the most important factor and will require a cooperative agreement between the School District and City.

In response to Councilmember Fahey's concern regarding potential traffic flow issues if left-turns are prohibited into the school from eastbound traffic on 24th Street, Traffic Engineer Zandvliet explained that staff believes that the greater safety issue was to relieve congestion at 24th Street and Manor Drive.

Councilmember Montgomery urged that no parking be allowed on 24th Place and that, unless there is a dual lane pick-up area, nothing will work.

The following individuals spoke on this item:

- **Louis LeRoy, 500 Block of 27th Street**
- **Mark Spraght, 500 Block of 24th Street**
- **Rhonda Steinberg, Principal of Grandview Elementary School**
- **Jeff Modisett, 500 Block of 24th Street**
- **Paki Wolfe, PTA President**
- **Nancy Madden, No Address Provided**
- **Marty Friedman, 24th Street & Vista Drive**
- **Faith Lyons, No Address Provided**
- **Diane White, Director of Montessori School**
- **Sue Koenig, 500 Block of 24th Street**
- **Veronica Zelle, 500 Block of 24th Street**

In response to Councilmember Fahey's suggestion that the Montessori School consider moving to the old middle school, City Manager Geoff Dolan commented that the School District already leased the site to the Southern California Regional Occupational Center (SCROC).

Councilmember Aldinger stated that the recommendations are good, convenient, simple and should be implemented. He emphasized that the two-lane loading zone is key to making everything work.

Mayor Pro Tem Tell agreed with Councilmember Aldinger that the problems with the loading zone and cars parking in front of garages need to be addressed or frustrations will continue. He recommended implementing the extension of the drop-off and bypass lane as recommended by Principal Steinberg.

Councilmember Fahey acknowledged the importance of cost considerations but stressed that the safety of the children overrides the cost and that, when it comes to drop-off and pick up congestion, there is no comparison with other schools. She emphasized that the congestion problem also affects residents in the area; voiced her opinion that the City needs to step up and take the lead to resolve this problem; that any construction or redesigning should be done by the City because the School District does not have the funding; stated that she would like to hold hearings to consider making 23rd and 24th streets one-way; reiterated her desire to add crossing guards where needed without conducting a study; urged Council to consider making Manor Drive a pedestrian walkway; and recommended talking to residents about possibly removing some of the landscaping to improve traffic flow and safety.

In response to Councilmember Fahey's concern regarding street sweeping on Wednesdays, City Manager Dolan stated that if it can be rearranged, it will be.

In response to Councilmember Aldinger's suggestion that Manor Drive be made one-way, utilizing rubber wheel stops to delineate half of the street for pedestrians and half for vehicles, Traffic Engineer Zandvliet stated that rubber wheel stops are considered unsafe and suggested the installation of candlestick markers at key locations to help delineate the areas for pedestrians and vehicles.

Councilmember Aldinger suggested, and Council agreed, that items 6 (no left-turns from 24th Street between 2:00 p.m. and 3:30 p.m.) and 7 (prohibit parking on Manor Drive during School hours and paint a white edge line) be studied prior to implementation.

Councilmember Montgomery voiced his opinion that parking on 24th Place should be prohibited as well as diagonal parking on Bell Avenue; that curb parking on the north side of 24th Street should be allowed; that a 10-15 foot red zone should be installed eastbound on 24th Street at Vista Drive; that Council should delay making 23rd and 24th Streets one-way until input is received from residents and increased enforcement of parking regulations is provided; and that vehicles should be prohibited from an "idle and wait" mode.

In response to Mayor Pro Tem Tell's inquiry regarding the reason Grandview Avenue is not listed as a safety walk zone as opposed to Manor Drive, Traffic Engineer Zandvliet pointed out that Grandview Avenue doesn't connect with the school, there is no cross walk at this location and that Manor Drive is a natural for pedestrians.

Traffic Engineer Zandvliet reiterated the three items that were added to the possible actions tonight, which include alternatives for loading zones, 10-12 additional parking spaces, and one-way streets, which will require Public Hearings.

City Manager Dolan suggested that Council authorize the use of City staff to extend the loading zone along the chain link fence; consider approval of other recommendations for implementation; perform a general study of one-way streets in the area; and come back with recommendations. He also suggested that item 21 (installation of a curb and sidewalk at an estimated cost of \$20,000) be deferred for further evaluation by staff.

Mayor Ward summarized the Council's actions as: directing staff to study designating 23rd Street, 24th Street, Grandview Avenue and Manor Drive as one-way streets following implementation of the recommended changes; authorizing additional funding for one crossing guard, as recommended; delaying removal of any landscaping until a review can take place; and denying installation of a "no stopping" zone at this time.

Police Chief Rod Uyeda recommended installation of the white stripe on the east side of Manor Drive stating that it is better than nothing. He also noted that, with the hiring of a second School Resource Officer, there will be more enforcement over the entire school year and that he anticipates it to be safer.

Mayor Ward expressed appreciation for the comprehensive nature of all the testimony and input noting that implementation of the physical aspects will be on a step-by-step basis.

RECESS AND RECONVENE

At 9:18 p.m. the Council recessed and reconvened at 9:30 p.m. with all Councilmembers present.

06/0606.19-16 Consideration of Issues Regarding Regulation of Residential Rentals and Paid Admission Parties

City Manager Geoff Dolan explained that this issue addresses the potential problems caused by homes being rented out for one night, against which there is no current regulation. He conveyed that staff is looking for guidance from Council as to whether they wish to regulate the minimum number of nights a home could be rented.

In response to Mayor Ward's inquiry regarding how similar cities handle parties associated with nightly or weekend rentals, City Attorney Robert Wadden explained that Hermosa Beach, Santa Barbara, Carmel, Imperial Beach and Monterey all have specific prohibitions that limit the amount of time you can rent to a minimum of 30 days, while Mendocino County limits the number of vacation rentals allowed in the city. He pointed out that enforcement is difficult and mostly on a complaint basis.



Agenda Item # _____

Staff Report

City of Manhattan Beach

TO: Honorable Mayor Ward and Members of the City Council

THROUGH: Geoff Dolan, City Manager

FROM: Richard Thompson, Director of Community Development
Rob Osborne, Management Analyst
Erik Zandvliet, Traffic Engineer

DATE: July 18, 2006

SUBJECT: Consideration of Initial Recommendations for the Grand View Elementary School Traffic and Parking Study

RECOMMENDATION:

It is recommended that the Council pass a motion to approve the Parking and Public Improvements Commission recommendation to implement the following comprehensive neighborhood traffic management plan around the Grand View Elementary School and Ladera Campus areas for a six-month trial period:

Measures to be Implemented by the City (Italics added by PPIC)

1. Replace missing traffic signs and street name signs.
2. Concentrate parking enforcement around both campuses.
3. Paint red zones at key intersections.
4. Relocate existing stop bar northerly on south leg of Vista Drive at 24th Street.
5. Post signs to prohibit left turns out of the Grand View School parking lot at the westerly driveway during loading/unloading times only.
6. Post signs to prohibit eastbound to northbound left turns from 24th Street into the Grand View campus between 2:00pm and 3:30pm *and during the morning drop-off period.*
7. Prohibit parking on Manor Drive between 24th Street and 21st Street during school hours and paint a white edgeline.
8. Post pedestrian warning signs on Vista Drive between Grand View School and 33rd Street.
9. Pursue a capital project to construct a pedestrian walkway along Grandview Avenue between Grand View School and 28th Street.
10. Paint school crosswalks at 24th Street and Alma Avenue.
11. Change existing street sweeping parking restriction times on Bell Avenue between Blanche Road and the north end to early morning *or after school hours.*

12. Post 24-minute parking restrictions on approximately *four (4)* parking spaces on the west side of Bell Avenue just south of the drop-off loop.
13. Extend white student loading zone, paint red curb and post signs to restrict parking in loading zone area near 27th Street.
14. Cut back median nose at Bell Avenue drop-off loop.
15. Relocate the crossing guard currently posted at Blanche Road/27th Street to the Bell Avenue/27th Street intersection.
16. Conduct a crossing guard study at Bell Avenue/Blanche Road/25th Street.

Measures to be Recommended for Implementation by the School and/or School District

17. Provide additional volunteer or staff supervision to assist student loading/unloading at both loading zones.
18. Implement a formal student car-pool and walking incentive program for both parents and students.
19. Widen existing loading zone lane along Grand View parking lot to permit by-pass lane next to waiting vehicles.
20. Consider adding a student loading area in the west playground by cordoning off the south side for vehicles and the north side for waiting students.
21. Construct curb and sidewalk on 24th Street adjacent to the west playground.
22. Study the feasibility of converting an unused dirt area on the Ladera Campus at the east end of the 24th Place alley to gated teacher and staff parking for either campus.
23. *Relocate* “Mommy & Me” classes to a different location due to insufficient parking and the nature and schedule of classes.
24. Regularly circulate a parking and traffic safety handout to all users of *both* campuses.

Added at May 25, 2006 PPIC Meeting

25. Paint a white edgeline on Vista Drive between 24th Street and 33rd Street.
26. Post a two-hour parking zone between 7:00am and 3:00pm on the north side of 24th Street, in the area east of Vista Drive.
27. Provide suggested routes to school maps for distribution to students.
28. Prohibit left turns out of the Bell Avenue drop-off loop.

FISCAL IMPLICATION:

The recommended measures to be implemented by the City could be accomplished through existing programs and budgets with the exception that Item 9 – “Pursue a capital project to construct a pedestrian walkway along Grandview Avenue between Grand View School and 28th Street” would cost approximately \$80,000 to \$125,000. This item could be included as a future Capital Improvement Project subject to budgeting priorities.

Several recommended measures to be implemented by the School and/or School District would require additional funding. Item 19 – “Widen existing loading zone lane along Grand View parking lot to permit by-pass lane next to waiting vehicles” would require constructing new curb and sidewalk along the north side of the existing loading zone at an estimated cost of \$30,000 to \$60,000. Item 22 – “...converting an unused dirt area on the Ladera Campus at the east end of

the 24th Place alley to gated teacher and staff parking for either campus” would require new pavement and ramp to create a parking area at an estimated cost of \$60,000 to \$120,000.

BACKGROUND:

On November 19, 2002, the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). This Program established a set of procedures to evaluate neighborhoods in an effort to improve livability of neighborhood streets. The NTMP created a consistent way for the City to evaluate traffic requests, so that a comprehensive plan can be implemented that will minimize adverse impacts both before and after implementation of traffic calming measures. On March 18, 2003, the City Council prioritized several areas of the City for further analysis. At that meeting, the City Council identified the neighborhoods immediately around the elementary and middle schools as one of these priority areas. Since each school area has unique conditions and issues, each school is being evaluated separately.

The NTMP Program has been followed in developing possible vehicular and pedestrian improvements for the Grand View and Ladera school areas. A status report/public forum was held at the Parking and Public Improvements Commission (PPIC) meeting on April 27, 2006. At that meeting, both residents and school representatives gave additional insight into traffic conditions surrounding the school campuses.

On May 25, 2006, the PPIC heard public testimony and reviewed the list of initial recommendations prepared by the Traffic Engineer to begin addressing school and resident concerns in the neighborhood surrounding the Grand View Elementary School and Ladera School campus. The Commission voted to make several changes to the recommended measures, which are listed in the Recommendation portion of this report.

DISCUSSION:

Grand View Elementary School is located on 24th Street in the northwest quadrant of the city, commonly called the Sand Dune area. The school attendance boundary extends from the beach on the west, Rosecrans Avenue to the north, Laurel Avenue to the east, and Valley Drive/Manhattan Beach Boulevard to the south. There are 680 students in Grades K through 5. School begins at 8:15am with two dismissals at approximately 2:15pm and 2:45pm. There are 62 off-street parking spaces in the front parking lot and 10 diagonal spaces along Vista Drive.

Circulation around Grand View School is primarily via 24th Street in front of the school, served by an off-street dedicated loading zone along the north side of the school parking lot. A side gate is open on Alma Avenue during certain dismissal periods. Many 4th and 5th graders enter and leave via Bell Avenue through the Ladera School campus.

The Ladera School campus is located adjacent to Grand View School on Bell Avenue. The campus is partly used for 4th and 5th Grade classrooms and the remainder is sublet to private school related uses such as “Mommy & Me” classes, a Montessori school (110 students), a private pre-school and other adult classes. There are approximately eight (8) off-street parking spaces in the parking lot just north of the buildings.

Circulation around Ladera School campus is via Bell Avenue. Since Bell Avenue ends just north

of the campus, school traffic often uses 29th, 27th, and 26th Streets between Bell Avenue and Blanche Road. Bell Avenue connects with Blanche Road at 24th Street in a five-way stopped intersection.

The local neighborhood streets surrounding Grand View and Ladera School campuses are built in a grid network and served by local collector streets such as Blanche Road, Highland Avenue and Valley Drive. Many of the local streets are very narrow, often 20 feet wide without curbs, gutters or sidewalks. Parking pads on public parkways provide supplemental parking for residents and school related needs. All of the local streets surrounding the school campuses are congested at arrival and dismissal times on school days, often blocking local residential traffic.

PUBLIC AND SCHOOL CONCERNS

City and Police Department Staff met on several occasions with school representatives and local resident groups to listen and discuss school related traffic concerns. Additional comments gathered at the public meeting on March 27, 2006 and via correspondence to the City have also been incorporated into the analysis. Notices were mailed to the surrounding neighborhood, as well as to those who had previously expressed interest. The identified concerns have fallen into the following categories:

General Concerns

1. Need for Suggested Routes to School to show preferred pedestrian routes.
2. Insufficient staff/visitor parking.
3. Parking violations on narrow streets.
4. Stop and speeding violations.
5. Vehicles and pedestrians too close to each other.
6. Desire for more student loading supervision.

Grand View Elementary School

7. Congestion on 24th Street at main entrance to parking lot.
8. Long vehicle queue lines on 24th Street.
9. Parents cutting in line.
10. Narrow loading zone does not allow driving around waiting cars.
11. Absence of protective curb along loading zone.
12. Absence of continuous pedestrian path north and south of school.
13. Undesirable student loading at Vista Drive/26th Street
14. Congestion caused by left turns out of westerly parking lot driveway.
15. Absence of pedestrian path on 24th Place.
16. Enlarge loading zone into upper playground area.

Ladera School Campus

17. Congestion on Bell Avenue.
18. No formal circulation pattern for loading zone. Incorrect use of zone.
19. Student loading zone too short and poorly designed.
20. Overflow parking in residential area.

21. Need for short term parking for drop-off and pick-up.
22. School related activity throughout the day.
23. Street sweeping times conflict with loading times.
24. No crossing guard at Bell Avenue/27th Street.
25. Too many daytime uses on campus such as Mommy & Me

TRAFFIC DATA COLLECTION

Staff conducted a series of traffic studies in the neighborhood to gather factual evidence of existing traffic volumes and parking. The following studies were made:

- April 11-12, 2006 – Weekday traffic volume studies on 15 street segments during spring break to determine baseline residential traffic.
- April 18-19, 2006 – Weekday traffic volume studies on same 15 street segments during typical school days.
- May 9, 2006 – Weekday traffic volume studies on 6 street segments near Ladera School campus during typical school days.

Summaries of the traffic and speed studies are presented in the attached PPIC Agenda Report. The counts verified that most streets have volumes corresponding to their roadway classifications in the General Plan.

Many of the residential streets surrounding both campuses experience up to twice as much traffic on school days. Some of these streets include 24th Street, 25th Street, 26th Street, 27th Street, Grandview Avenue and Manor Drive. However, it should be noted that several local streets have very low baseline traffic volumes (on non-school days), and doubling the volume would not be considered a significant adverse impact. The largest increases in daily volume on school days were recorded on Blanche Road, 24th Street, 25th Street, 27th Street and Bell Avenue south of 27th Street.

In addition to the above traffic counts, staff has inventoried existing school signs and markings in the area, and observed general traffic and parking conditions during both school and non-school days in preparation of this NTMP. Field observations during typical school days and non-school days were made to help determine the potential impact of any initial recommendations.

A review of the collision history within the neighborhood was conducted for the period between January 1, 2001 and September 30, 2004. The review reveals that there are no locations with elevated collision rates or pedestrian collisions within the neighborhood surrounding these school campuses.

FINDINGS:

General Findings:

1. Many existing school area signs and markings are outdated and/or faded.

2. Most local streets are very narrow, with no pedestrian improvements, which increase the potential for school related congestion.
3. Incorrect parking along narrow streets severely restricts traffic and pedestrian flow.
4. The absence of sidewalks increases the potential for pedestrian-vehicle conflicts.
5. Additional loading supervision would improve the efficiency and safety of both pedestrians and motorists, as well as reduce the overall impact on residential streets.
6. Recurrent speeding during school times was not evident on any surrounding streets.
7. Grand View School has one of the highest percentages of walking students of any school in the City. This could be attributed to restricted vehicle access and circulation on nearby streets.
8. Additional ridesharing efforts by both staff and students would help alleviate some congestion issues around both campuses.
9. Several "One-Way" signs on Vista Drive are missing or not visible to drivers.
10. Several street name signs are missing, particularly along Alma Avenue and Vista Drive.
11. Some intersections on narrow streets have limited visibility caused by landscaping or parked cars, particularly on Vista Drive, Grandview Avenue and Manor Drive.
12. School area congestion occurs for a limited time in the morning and afternoon of school days only. Therefore, permanent changes to traffic circulation should be implemented only after careful consideration of potential impacts during the summer and on weekends.

Grand View Elementary School

13. Severe congestion on 24th Street during afternoon dismissal is typically caused by long vehicle queues waiting to enter the school loading zone in the parking lot.
14. The loading zone vehicle line often intrudes into the pedestrian paths and crosswalk near 24th Street.
15. The existing loading zone does not currently have a bypass lane, however, the pavement could be widened to provide two lanes without moving existing parking lot lights. Curbs could be incorporated into the design.
16. There is no recommended pedestrian route south of the school, potentially on Grandview Avenue or Manor Drive.
17. There is no recommended pedestrian route north of the school, potentially on Vista Drive, Alma Avenue and/or parts of Grandview Avenue.
18. Some school related traffic and parking was evident on 23rd Street and other streets south of the school.
19. There appears to be sufficient parking for school staff in the school parking areas, however, many spaces are substandard size and may not fit all cars.
20. The number of designated visitor parking spaces in the school parking lot is insufficient.

Ladera School Campus

21. The existing parking lot is severely undersized for the current staff parking demand.
22. The various campus users require both short-term and daily parking availability.
23. Staff, teachers and adult students park on both sides of Bell Avenue, which forces short term parking and loading into the surrounding neighborhood.
24. Multiple school users with numerous class times extend the duration of congestion and parking impacts.

25. Congestion often occurs on 26th, 27th and 29th Streets due to the narrow width and limited access to the school.
26. School loading zone circulation is poor and unorganized, decreasing overall efficiency.
27. School loading zone is undersized for current demand, and is awkward to use. Vehicles waiting to enter the loading zone often block traffic on Bell Avenue.
28. Double parking along Bell Avenue occurs during peak loading times.
29. There is short term parking demand for some school users, particularly for sign-in/sign-out and attendance for individual classes.
30. Street sweeping times are in direct conflict with the dismissal times for the major users.
31. Parking violations are common and cause additional congestion.
32. Some circulation and parking concerns could be addressed by revising the driving practices of staff and attendees of the Ladera School campus.

SCHOOL SURVEY AND CORRESPONDENCE

The Grand View Elementary School Principal and PTA have been very involved in all stages of this School area plan. Staff has met with school representatives on several occasions to discuss different aspects of traffic and student safety both on and off-campus. Also, several school representatives submitted written and verbal comments at both PPIC meetings, which have been incorporated into the analysis wherever possible.

In addition to the City's efforts, the Grand View PTA prepared and circulated an extensive questionnaire to parents in April 2006 to solicit their comments and suggestions regarding traffic and pedestrian safety surrounding Grand View School. A summary of the results is attached to this report.

LOCAL RESIDENT INVOLVEMENT

Residents adjacent to 24th Street and east of the Ladera School campus have been involved with the school area evaluation for over a year. Staff met with small groups of representatives on several occasions to discuss their observations and suggestions. Notices and invitations have been mailed to the surrounding community for all public meetings. Staff has strived to consider all written and verbal comments and suggestions in the preparation of this neighborhood plan.

INITIAL RECOMMENDATIONS

The list of initial measures and an evaluation of their appropriateness were presented to the PPIC on May 25, 2006 and are included in the Agenda Report. Some actions are to be initiated by the City, while others are recommendations for the school or School District to implement. All the actions are meant to work together as a system and to complement each other. While some actions may be implemented without dependence on other improvements, a few are dependent on other actions, and are noted in the description.

The following measures were added by the PPIC:

- Paint a white edgeline on Vista Drive between 24th Street and 33rd Street

- Post a two-hour parking zone between 7:00am and 3:00pm on the north side of 24th Street, in the area east of Vista Drive.
- Provide suggested routes to school maps for distribution to students.
- Prohibit left turns out of the Bell Avenue drop-off loop.

The following suggested measures were not recommended by the PPIC:

- Paint diagonal parking spaces on the west side of Bell Avenue between Blanche Road and the north end and remove parking from the east side.
- Restripe Bell Avenue to provide a northbound left turn into the loading zone.

OTHER CONSIDERATIONS

One Way Couplet – Manor Drive and Grandview Avenue

Since this measure is normally considered an upper level traffic calming measure, staff did not include it as an initial recommendation. However, making Manor Drive and Grandview Avenue one-way streets could be used to manage traffic circulation near Grand View School. Both streets are very narrow, effectively reducing both directions to one travel lane. Since Manor Drive is also used as a pedestrian route, vehicles and pedestrians must share the same street width. By limiting travel to one direction, there would be fewer vehicle-pedestrian conflicts. Congestion at 24th Street/Manor Drive and 24th Street/Grandview Avenue would be reduced. Since the length of the street blocks between Marine Avenue and 21st Street are short and traffic volumes are very low, the impact of a one-way couplet on the surrounding residential area would be minimal.

If one-way streets are considered, the preferred directions would be Grandview Avenue-southbound, and Manor Drive-northbound, primarily to facilitate access into the main school entrance and to maintain access to 24th Street for residents to the east. Also, Vista Drive is currently a northbound one-way street, which would work as a secondary couplet with southbound Grandview Avenue.

It should be noted that the NTMP process has not included a specific discussion regarding one-way streets up to this point. Therefore, it would be appropriate to hold a public forum or distribute a poll to determine the level of support for this measure by the surrounding residents. This measure could be implemented with one-way sign installations and eventually incorporated into the City's General Plan Circulation Plan.

Construct curb parking on north side of 24th Street adjacent to Grand View School

Upon a follow-up investigation to a school suggestion, it is believed that approximately 10 to 12 parking spaces could be obtained by widening the north side of 24th Street adjacent to the Grand View School parking lot. The existing area is within the existing 40-foot wide public right-of-way planted with various bushes and palm trees. This curb parking could be used for teachers, staff, visitors and others during the school day, and by residents and visitors after school hours. Design and construction costs are estimated at \$100,000 to \$150,000.

School Loading Zone Options

Subsequent to the May 25, 2006, PPIC meeting, city representatives met with the school Principal to observe student loading zone operation. Several alternative loading zone layouts were discussed with the goal of providing more efficient operation and longer vehicle queue length. Any enhancements to the loading zone would reduce traffic congestion on 24th Street and improve pedestrian safety both on-campus and on-street. The following alternatives are attached to this report:

- A. Widened Loading Zone
- B. Dual Lane Loading Zone Outside Parking Lot
- C. Dual Lane Loading Zone in Parking Lot
- D. Two Loading Zones
- E. Loading Zone Extension
- F. Second Loading Zone Through Parking Lot

Alternative C would require the removal of approximately 16 parking spaces. However, the potential parking impact can be mitigated if additional curb parking is constructed along 24th Street or auxiliary parking is obtained in other areas.

NEXT STEPS

Upon approval by the City Council and in accordance with the Neighborhood Traffic Management Program, the approved measures would be implemented on a six-month trial basis. The City would work with Grand View School and the School District to coordinate measures to be implemented on their property. A follow-up traffic study will be taken during the school year to determine if these measures have improved traffic and safety conditions. An "after" study results will then be presented at a scheduled PPIC meeting. The PPIC meeting will be noticed to all residents in the neighborhood to solicit their opinion about the overall effectiveness of these temporary measures. If appropriate, changes to the comprehensive plan may be recommended at that time.

Both the Fire and Police Departments have been involved in the preparation of the School Area NTMP and have no preliminary objections to the recommended actions. By way of mailed notices, the residents and affected parties surrounding the two school campuses have been invited to the previous PPIC meeting and this City Council Meeting. Grand View School and other Ladera Campus users have also been encouraged to distribute the meeting notice to all school parents.

ALTERNATIVES: The City Council may choose to change, add or delete any recommended measures at its discretion before implementation on a trial basis.

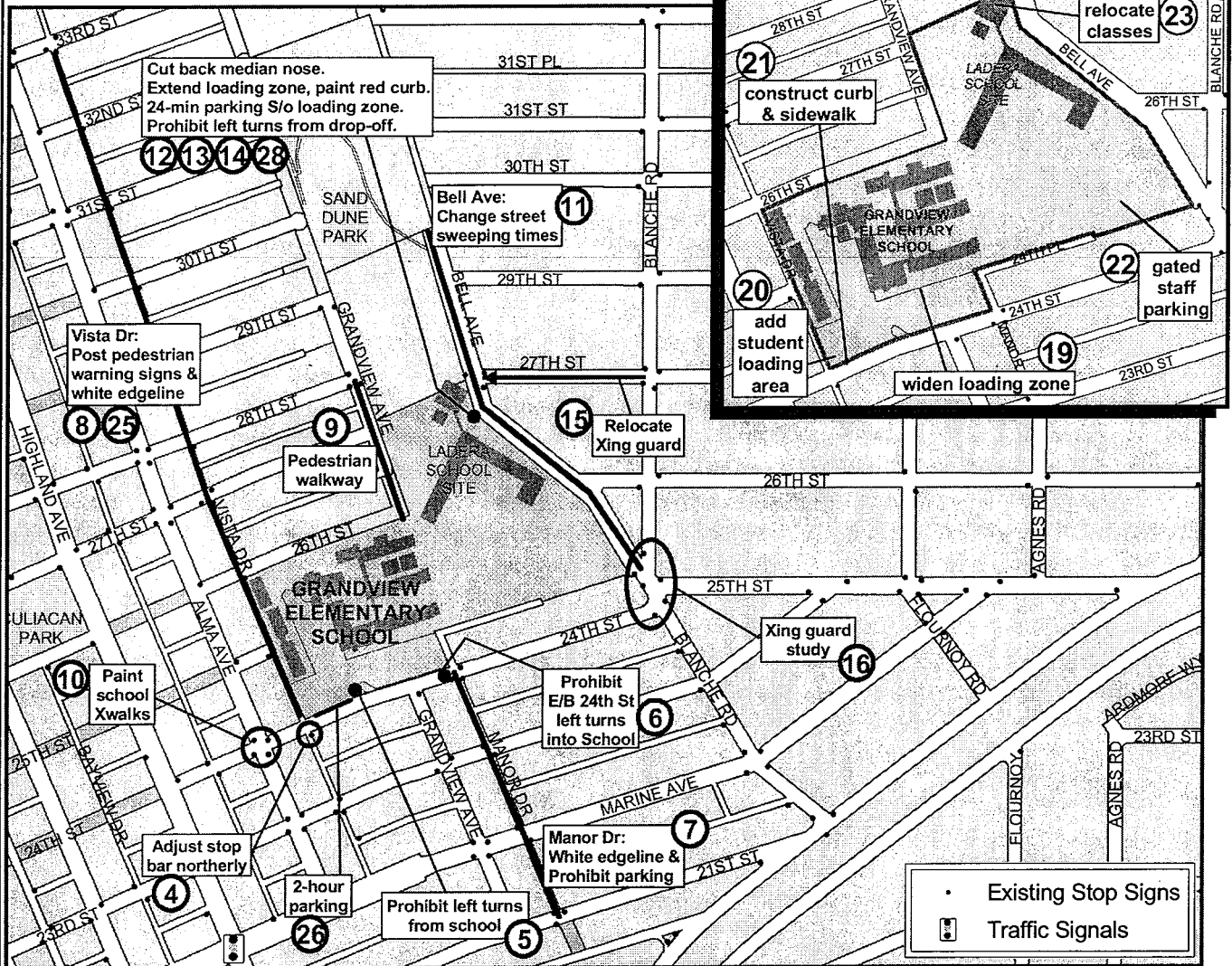
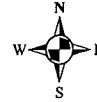
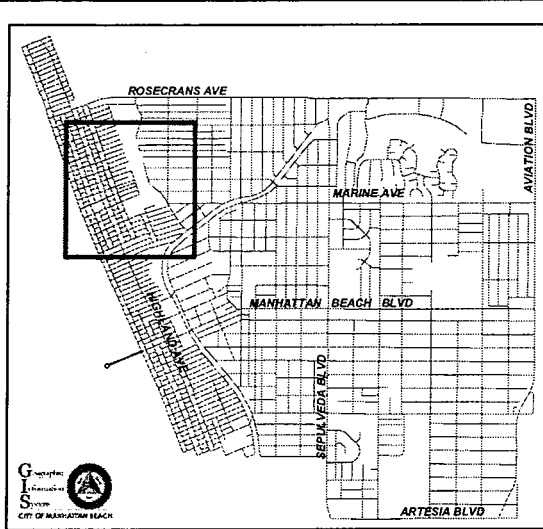
- Attachments:
- A. Neighborhood Vicinity Map with Recommendations
 - B. Minutes of 5/25/06 PPIC meeting
 - C. PPIC staff report, 5/25/05 with attachments

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- D. Recent Correspondence
- E. Alternate School Loading Zone Concepts
- F. Meeting notice and notification map

Grandview Area Neighborhood Traffic Management Program

~ Recommended Measures ~



Area-wide Measures

- ① Replace missing traffic signs and street name signs.
- ② Concentrate parking enforcement around both campuses.
- ③ Paint red zones at key intersections.
- ④ Adjust stop bar northerly
- ⑤ Prohibit left turns from school
- ⑥ Prohibit E/B 24th St left turns into School
- ⑦ Manor Dr: White edgeline & Prohibit parking
- ⑧ Vista Dr: Post pedestrian warning signs & white edgeline
- ⑨ Pedestrian walkway
- ⑩ Paint school Xwalks
- ⑪ Bell Ave: Change street sweeping times
- ⑫ Cut back median nose. Extend loading zone, paint red curb. 24-min parking S/o loading zone. Prohibit left turns from drop-off.
- ⑬
- ⑭
- ⑮ Relocate Xing guard
- ⑯ Xing guard study
- ⑰ Provide additional supervision to assist student loading/unloading at both loading zones.
- ⑱ add student loading area
- ⑲ widen loading zone
- ⑳ gated staff parking
- ㉑ construct curb & sidewalk
- ㉒ relocate classes
- ㉓
- ㉔ Regularly circulate a parking and traffic safety handout to all users of both campuses.
- ㉕ Provide suggested routes to school maps for distribution to students.

2. Grandview Elementary School Traffic and Parking Study

Traffic Engineer Erik Zandvliet presented staff's report and recommended implementation of the following initial mitigation measures:

City Recommendations

1. Replace missing traffic signs and street name signs. (General)
2. Concentrate parking enforcement around both campuses. (General)
3. Paint red zones at key intersections. (General)
4. Relocate existing stop bar northerly on south leg of Vista Drive at 24th Street.
5. Post signs to prohibit left turns out of the Grandview School parking lot at the northerly driveway during loading/unloading times only. (Grandview)
6. Post signs to prohibit eastbound to northbound left turn from 24th Street into the Grandview campus between 2:00pm and 3:30pm. (Grandview)
7. Prohibit parking on Manor Drive between 24th Street and 21st Street during school hours and paint a white edgeline. (Grandview)
8. Post pedestrian warning signs on Vista Drive between Grandview School and 33rd Street. (Grandview)
9. Pursue a capital project to construct a pedestrian walkway along Grandview Avenue between Grandview School and 28th Street. (Grandview)
10. Paint school crosswalks at 24th Street and Alma Avenue. (Grandview)
11. Change existing street sweeping parking restriction times on Bell Avenue between Blanche Road and the north end to early morning. (Ladera)
12. Paint diagonal parking spaces on the west side of Bell Avenue between Blanche Road and the north end and remove parking from the east side. (Ladera)
13. Post 24-minute parking restrictions on approximately eight (8) diagonal parking spaces on the west side of Bell Avenue just south of the loading zone. (Ladera)
14. Extend white student loading zone, paint red curb and post signs to restrict parking in loading zone area near 27th Street. (Ladera)
15. Cut back median nose at loading zone. (Ladera)
16. Restripe Bell Avenue to provide a northbound left turn into the loading zone. (Ladera)
17. Conduct crossing guard study at Bell Avenue/27th Street and Blanche Road/27th Street. (General)
18. Conduct crossing guard study at Bell Avenue/Blanche Road/25th Street. (General)

School/District Recommendations

19. Provide additional volunteer or staff supervision to assist student loading/unloading at both loading zones. (General)

- 20. Implement a formal student car-pool and walking incentive program for both parents and students. (General)
- 21. Widen existing loading zone lane along Grandview parking lot to permit by-pass lane next to waiting vehicles. (Grandview)
- 22. Consider adding a student loading area in the west playground by cordoning off the south side for vehicles and the north side for waiting students. (Grandview)
- 23. Construct curb and sidewalk on 24th Street adjacent to the west playground. (Grandview)
- 24. Study the feasibility of converting an unused dirt area on the Ladera Campus at the east end of the 24th Street alley to gated teacher and staff parking for either campus. (Grandview/Ladera)
- 25. Consider relocating "Mommy & Me" classes to a different location, possibly the Manhattan Heights Community Center. (Ladera)
- 26. Regularly circulate a parking and traffic safety handout to all users of the Ladera campus. (Ladera)

Audience Participation

Manhattan Beach Police Traffic Sergeant Brian Klatt, spoke on the challenging issues regarding traffic and parking enforcement in this area.

Noting that 27 children under the age of 14 live in this area, **Louis LeRoy, 575 27th Street**, submitted pictures depicting the serious safety issues in the area and excerpts from California Education Code Sections 17527 - 17535 on the use of school property. He recommended that all traffic be routed down Blanch Road; that Mommy and Me classes be relocated to Manhattan Heights or the temporary Police facility; that street sweeping hours be changed; that Parking Enforcement ticket all visible violators when responding to a reported call; and that Police vehicles increase their visibility by using Blanch Road as their route to the Public Works facility for gas. Mr. LeRoy thanked staff for their work on this matter, stating his expectation that these easy to institute measures will be accomplished before next fall.

Eddie Babbe, Grand View PTA President, 428 35th Street, presented her written comments to the Commission stating the PTA's support of staff's recommended mitigation measures. They also requested that the implemented Ladera measures be reviewed after a reasonable amount of time to gauge their effectiveness; noted that the Grandview location was not addressed as thoroughly as the Ladera site, and that many of the initial recommendations are to the School and the District, which will be worked on over the summer. The Grand View site should be reassessed after the first few months of school as they need to know whether the School's implemented measures have addressed the problems sufficiently and that police enforcement on a continual and consistent basis is a major component in improving the traffic and safety situation.

Parking and Public Improvements Commission

May 25, 2006

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Rhonda Steinberg, Grand View School Principal, thanked the Commission for taking their traffic concerns seriously and stated that they truly feel working together can make significant changes for the safety of the students and the residents. Grand View parents and staff want to be part of the plan to improve traffic. They are looking at continuing to encourage car-pooling, walking and bike riding to and from school, but because many parents are unwilling to allow their child to walk or bike because of their legitimate concerns regarding safety, a safer traffic situation is needed first. Ms. Steinberg also talked of the importance of police enforcement as many parents have not been following proper safety laws and are part of the problem.

In response to inquiries from the Commission, Ms. Steinberg stated that preferred routes to school information would be helpful and that she is hesitant to adding a student loading area in the west playground due to safety concerns.

Traffic Engineer Zandvliet clarified that staff first recommends widening the existing loading zone and creating a wider turnaround. Consideration of adding this student loading area would be considered if these measures don't prove successful.

Nancy Madden, Grandview Safety Committee Chairperson, 2912 Pacific Avenue, shared that the parents at Grand View school are very pleased with the recommendations and believe the plans for Ladera/Bell area will address and improve the current traffic issues in that neighborhood. In regard to the Grand View campus, she shared that while they are pleased with the recommendations they feel it does not adequately address morning traffic concerns for 24th Street, the Marine Avenue/Manor Drive crosswalk, Vista Drive and the parking along the current walkway at 24th Street. Ms. Madden further stated they also prefer double drop lanes in the Grand View parking lot to using the West playground.

Upon her review of their recommendations, Traffic Engineer Zandvliet responded that he is not opposed to restricted turning in the morning on 24th Street, painting a white edge line along Vista Drive and designating two hour parking restrictions on 24th Street from 6:00 a.m. to 3:00 p.m. The Commission and staff further discussed the issue of an edge line and possible one way designation on Manor Drive. Traffic Engineer Zandvliet indicated that the one way designation is a possibility but would be considered under the second level of the City-Wide Traffic Management Program (NTMP).

Sharing that she is the incoming PTA President for next year, **Paki Wolfe, 113 31st Street**, stressed the importance of designating safe routes to school which will get cars off the street. The Commission's support is needed to improve the safety situation first and the PTA will then get the safe route information out to encourage walking and bike riding.

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Julie Gray, 576 27th Street, spoke on the recommended diagonal parking on Bell Avenue and the possibility of scheduling street sweeping to the weekends.

James Gee, 2600 Bell Avenue, talked of tremendous impacts from the School District's use of the Ladera Site on the neighborhood. He suggested that the Grand View playground be moved to the unused dirt area on the Ladera Campus and the playground area be used as a parking lot. It is important to keep the required parking within school property rather than try to solve neighborhood traffic and parking problems. Mr. Gee stated his support of the small step approach recommendations with the exception of the diagonal parking on Bell Avenue. He voiced his strong opposition to such parking, stating that it would give the wrong visual impression and detract from the character of the neighborhood; decrease property values; and affect safety of his family as the realigning of the street to accommodate the diagonal parking would move the street line to the very edge of his property. The additional four parking spaces would not be worth the price and violates the residents' rights.

Debra Duncan, 569 27th Street, shared her strong opposition to diagonal parking on Bell Avenue, stating that she would withdraw her support from the entire project if such parking was installed. Diagonal parking would affect the quality of homes, de-value properties and be a violation of residential rights. She noted that it is her mobile home that is parked in the area and it does not impact the area, adding that her biggest concern is the safety of the children. Mr. Duncan also recommended a crossing guard be assigned at the Ladera Site and voiced support of using the Grand View lot as a pick up area.

Jay Hartman, 449 26th Street, commented that overall Grand View is a terrific area and he is happy for the recommendations, adding that he would love something instituted to address the skateboarding on the school's roof. He talked of the dangerous situation on Vista Drive with children walking to school and cars driving north, as well as his concerns with recommendation #9 to construct a pedestrian walkway. The walkway should be between Grand View and 26th Street, not 28th Street.

Holly Hartman, 449 26th Street, conveyed her gratefulness for all the hard work done to keep our children safe. She voiced concern with a proposed walkway to 28th Street and suggested a bike rack be installed along 26th Street to alleviate bike riders from having to travel the dangerous corner to enter the school's west playground. Ms. Hartman also talked of the many moms talking on cell phones and not paying attention to the road, stressing the importance of police enforcement.

Diane White, 21822 Marjorie Avenue, shared that she is the Director of the Montessori School, located at the Ladera Site, and is well aware of the traffic, parking and safety concerns in this area. She talked of a letter received from the School District indicating that dramatic changes that need to

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be instituted to address these issues or they may be asked to vacate. Noting the combination of problems involving all the users of the Ladera Site, she talked of the importance of working together and their willingness to accommodate traffic and parking issues in any way possible. Ms. White reviewed her enrollment numbers and drop off and pick up times, indicating that 24-minute drop off parking spaces have worked well at other Montessori locations. Sharing the loading zone is also a possibility, however, procedural issues would have to be worked through or may not make the idea feasible.

Wendy Abrams, 514 24th Street, submitted to the Commission and read into the record a letter from **Susan Sykes, 509 24th Street**, who was unable to attend tonight's meeting. Mr. Sykes' letter talked of parents parking in her driveway or blocking her driveway to drop off their child, which not only shows a lack of regard, but also makes it impossible for the garbage truck to enter and collect rubbish. She suggested that if the access road to the school was kept two way for residents, a stop line should be marked to prohibit access to driveways and the alley.

Ms. Abrams also relayed comments from **Carrie Mallard, 539 24th Street**, who wanted the Commission to be aware of the excessive speeds of vehicles traveling up 24th Street which hinders the safety situation.

Ms. Abrams then shared that although she was hoping for a recommendation to designate 24th Street one way, she is supportive of the anything that can be done to create a better situation for the children and the residents.

Timothy Hart, 513 24th Street, applauded the efforts of staff and the school to address these areas of concern. He talked of the situation on 24th Street, stating that he would not be supportive of turning the playground into a parking lot as the road is too narrow and there is a tremendous amount of foot traffic. Vehicle access to 24th Place should actually be blocked off.

As a parent of a Montessori student, **Krista Skinner, 121 39th Street**, pointed out that this school is a service to Manhattan Beach children who will be going on to City schools. She believes that the relocation of Mommy and Me classes would help tremendously; prohibiting a left turn out of the student loading zone could alleviate traffic on 27th Street; and that 24 minute drop off parking spaces would be beneficial. The idea of Montessori sharing the drop off zone might not work with the young children and staffing issues.

Sarah Geller, 2300 Blanche Road, stated that residences on the east side of Blanch Road were not notified of this meeting. She stated that she likes the idea of diagonal parking but can appreciate the neighbors who oppose it; that an edge line on Manor Drive may create a false sense of security for the children; and that she opposes re-routing traffic onto Blanch Road.

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Faith Lyons, 574 33rd Street, commended all the hard work done on this issue. She stated that the issue of 24th Street is still problematic and that many of the key issues require capital and operating costs. The School District has no money and the City will need to help in funding these measures, pointing out that the relocation of Mommy and Me classes will be a loss of revenue for the School District.

Sue Koenig, 515 24th Street, shared that she moved next to the school knowing there would be issues, however, police enforcement and the traffic flow on 24th Street needs to be addressed.

Remarking that he lives within 50 feet of the school, **Earl Waggoner, 402 25th Street**, stated that although he has heard of the dangerous safety situation, he has never heard of a child being hurt. The City will affect traffic flow by implementing these measures and will do so because of selfish mothers who do not want to be inconvenienced.

Renee Mulcahy, 2304 Grandview Avenue, commented that her main issue of concern is the safety of children, sharing that she almost hit a child on Manor Drive. Children are all over the place in this congested area and these measures are necessary. She asked if sidewalks could be installed on Manor Drive.

Chairman Osterhout thanked the residents for their valuable comments and contribution to this important matter.

The Commission recessed at 10:10 p.m. and reconvened at 10:20 p.m.

Discussion

Commissioner Saunders stated that he has sensitivity to the Police Department's deployment problems but would like to see some type of deployment plan developed whereby enforcement in the Grand View area is scheduled on a consistent, routine basis. Members of the PTA, Principal Steinberg and City staff should work together on the plan.

Traffic Sergeant Klatt explained that officers are deployed the first two weeks of the school year and after that it becomes on an assigned basis shared with all the schools in the City.

Action

The Commission then reviewed and further discussed staff's recommended mitigation measures and the input and suggestions received from the public.

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A motion was MADE and SECONDED (Powell/Saunders) to approve staff's recommended implementation of the initial listed measures intended to improve traffic and pedestrian safety around the Grand View and Ladera School campuses, with the following revisions, additions and deletions:

Amend Recommendation #6 -Post signs to prohibit eastbound to northbound left turn from 24th Street into the Grandview campus between 2:00 p.m. and 3:30 p.m. (Grandview). **Include a morning left turn restriction.**

Delete Recommendation #12 -Paint diagonal parking spaces on the west side of Bell Avenue between Blanche Road and the north end and remove parking from the east side. (Ladera).

Due to the opposition of residents who are most affected by the area's traffic, the Commission would rather wait on this measure to see how the initial round of measures mitigate the situation, which may also affect the residents "buy in" on this measure.

Amend Recommendation #13 - Post 24-minute parking restrictions on approximately *eight (8) diagonal parking spaces* on the west side of Bell Avenue just south of the loading zone. (Ladera). **Change to: "four (4) parallel parking spaces."**

Delete Recommendation #16 - Restripe Bell Avenue to provide a northbound left turn pocket into the loading zone. (Ladera). **Not feasible due to deletion of diagonal parking scheme.**

Amend Recommendation #25 -*Consider relocating* "Mommy & Me" classes to a different location, possibly the Manhattan Heights Community Center. (Ladera). **Change to read: "Relocate" Mommy and Me classes . . .**

Due to the nature and schedule of Mommy and Me classes and insufficient parking, the Commission believes the relocation is warranted.

Amend Recommendation #26 - Regularly circulate a parking and traffic safety handout to all users of the Ladera campus. (Ladera). **Include Grand View campus as well.**

Add Recommendation #27 - **Paint a white edgeline along Vista Drive from 24th Street north to 33rd Street.**

Add Recommendation #28 - **Post 2-hour parking restrictions on the north side of 24th Street, east of Vista Drive between 7:00 a.m. and 3:00 p.m., on school days only.**

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Add Recommendation #29 - Provide safe routes to school information to Grand View for distribution.

Add a Recommendation #30 - Post signs to prohibit left turns out of the loading zone loop on Bell Avenue.

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

H. COMMISSION BUSINESS

Members of the Commission and staff thanked departing Commissioners Saunders and Powell, conveying sentiments and gratitude for their valuable contributions to the Commission and to the City.

I. ADJOURNMENT - The Meeting was adjourned at 11:31 p.m.

2319 Vista Dr.
Manhattan Beach, CA 90266
October 24, 2006

To: Rob Osborne

I have followed your suggestion and obtained supporting signatures, from the immediate neighbors, for a STOP sign at 24th & Vista. I believe that there is a compelling traffic engineering reason for the STOP sign and the immediate neighbors support its installation.

If Erik would like to come out and view the intersection again, I would like to meet him and make sure we are looking at the same issues. (Despite what was referred to as light volume, I have personally nearly been hit at least 3 times at the intersection). I am available to meet him during normal business hours.

Thank you,


Marty Friedman

Marty Friedman

From: Rob Osborne [rosborne@citymb.info]
Sent: Monday, August 21, 2006 4:05 PM
To: Marty Friedman
Subject: RE: Safety

Hey Marty,

If you can have the neighbors sign something showing that they all want stop signs, I'll include an analysis in the follow-up report we take to the Council a month or two after school starts. I can't promise the traffic engineer will support it, but it'll be on the Council's agenda and you can try to convince them.

Rob

-----Original Message-----

From: Marty Friedman [mailto:mjfriedman@worldnet.att.net]
Sent: Monday, August 21, 2006 2:29 PM
To: Rob Osborne
Cc: mjfriedman@att.net
Subject: Safety

Rob,

I nearly got hit by a car again last Thursday (8/17) on Vista Dr. at 24th St. It is the same issue: People traveling west on 24th, and then turning north on Vista, cut the apex. If a pedestrian is walking down Vista or standing by the dirt lot at the NW corner (a favorite dog bathroom location), they have to dodge the car.

The "red zones" recently painted as part of the Grand View School Traffic/Safety project won't help at all. In my 27 years at this location, I have never seen a car parked on a diagonal where the "red zones" are painted. (I had thought "red zone" meant eliminating the last parking spot on the NE corner, so drivers could see through the playground fence and hopefully slow down if they saw pedestrians).

I have talked to all the immediate neighbors, and frequent pedestrians, and they can't understand why we can't get a stop sign. What do we have to do?

Marty Friedman
mjfriedman@att.net

Man Beach

Signage



City Hall 1400 Highland Avenue Manhattan Beach, CA 90266-4795
Telephone (310) 802-5000 FAX (310) 802-5001 TDD (310) 546-3501

July 19, 2004

Mr. Marty Friedman
2319 Vista Drive
Manhattan Beach, CA 90266

Dear Mr. Friedman:

I am pleased we are at least meeting and discussing the various "dog issues" we face in Manhattan Beach. Time will tell when we reach City Council this fall if there are acceptable solutions that will benefit the community.

I have read the letter from our Public Works Department about street signage. While I was not familiar with this specific practice it does seem consistent to me. The City pays a great deal of deference to the wishes of the residents particularly where it is a localized issue. I can think of two somewhat similar practices. First, is street sweeping and the decision to post "no parking" signs on a block during sweeping hours. This is a block by block neighborhood decision. A second example is how stop signs are considered for installation. Again, it requires the support of the immediate neighbors or new stop signs are not installed (assuming there is no compelling traffic engineering reason to do so).

So to allow street signage to be determined by a neighborhood seems consistent. Certainly (like stop signs) were there to be significant public safety concerns, that would take precedent.

I appreciate hearing from you and thanks for your interest in the City.

Sincerely,


Geoff Dolan
City Manager

C: DeAnna Hilbrants, Management Analyst

PETITION

STOP SIGN AT 24TH & VISTA

The neighbors surrounding 24th Street & Vista Drive would like to have a Stop Sign installed on 24th Street in the westbound direction (and eastbound, if deemed appropriate by the Traffic Engineer). Individual requests to the Community Development Department have not yielded a favorable outcome. The rationale for this traffic mitigation request is based on the high rate of vehicular speed on 24th Street and:

- 1) This intersection of two narrow streets is a primary walk/bike route to the Grand View School. There are no sidewalks in this area. (Safety)
- 2) Vehicles traveling west (24th St.) and turning north on Vista Drive cut the apex and cannot see pedestrians (children during daytime, teenagers/adults at night) in a timely manner because of large cars parked along 24th Street. We have witnessed too many close calls to neglect this issue. (Safety)
- 3) Cars must back out of garages on 24th Street and Vista Drive with blind spots caused by parked vehicles, landscaping encroachments, etc. (Safety)
- 4) Vehicles bottom out on the "Dip" in the intersection, which creates a noise disturbance. At high speeds, the impact and noise of bottoming out can startle drivers, thereby distracting from safe driving. (Quality of Life & Safety)

| <u>NAME</u> | <u>ADDRESS</u> |
|--------------------|--|
| Marty Friedman | 2319 Vista Dr @ 24 th St. |
| Ben Robertson | L L L |
| Ed Arroyo | 2221 Chisda Dr. |
| Norma Piccaro | 437 23 rd Pl. In. B 90266 |
| Charles A. Piccaro | 437 23 rd Pl MB 90266 |
| Clyde - KASIRAN | 420 24 th Street MB 90266 |
| Denise Di Carlo | 424 24 th Street MB 90266 |
| Ricky Collier | 424 24 th St. MB 90266 |
| Nancy Di Carlo | 440 21st St MB 90266 |

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NAME

ADDRESS

| | | | | | |
|---------------------|--------------------------|-----------|----|-------|--------|
| Susanne Losch, | 2303 Vista Dr., | Manhattan | | | |
| William Losch | " | Beach, CA | | | |
| Brian & Tracie Held | 416 24 th St. | MB | CA | 90266 | |
| Jim Micali | 428 24 th St | MB | CA | 90266 | JM |
| Emily Micali | 428 24 th St. | MB | CA | 90266 | |
| Dawn Henry | 436 24 th St | MB | CA | 90266 | Dawn |
| Mark Concenter | 436 24 th St | MB | CA | 90266 | Mark |
| GARY THORP | 423 23 rd Pl. | MB | CA | 90266 | |
| Nancy M Gillivray | | | | | |
| Ingrid Sullivan | 416 23 rd Pl. | MB | CA | 90266 | Ingrid |
| Mark Sullivan | 416 23 rd Pl | MB | CA | 90266 | MS |

W#

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NAME

ADDRESS

| | |
|----------------|---|
| Ann Ladayus | 2301 Vista Dr. man. Bch, CA 90266 |
| Jane Huber | 2308 Alma MB 90266 |
| Georgia Spell | 2320 Alma Ave. MB 90266 |
| Tom Amicosi | 2400 1/2 ALMA MB 90260 |
| Cynthia Roth | 2400 Alma Ave. manhattan Beach, CA 90266 |
| Bcky Rodriguez | 2405 VISTA DR MB 90266 |

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NAME

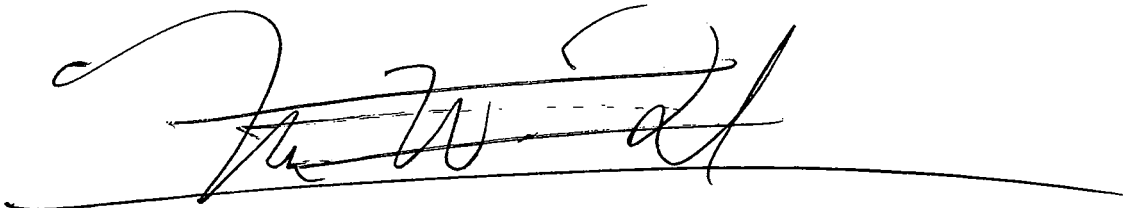
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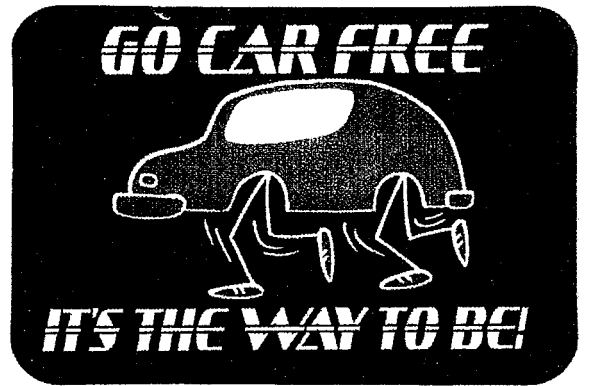
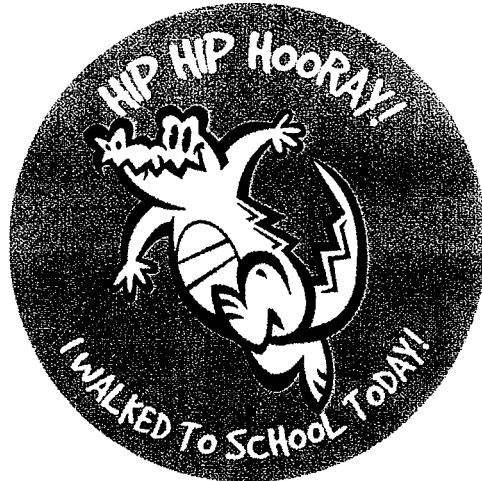
NORM RICH

448 24th ST.

Pamela Chin

M.B.
2409 Vista Dr., MB





Grand View Elementary School

TRAFFIC SAFETY 2006-07

Extra! Extra! Read all about it! Grand View's enrollment is bigger than ever. We need your help to keep the school and your children safe. EVERY child's safety is important to us. It remains our highest priority to ensure that students enter and exit cars in a safe and organized way. We ask everyone to correctly follow our pick-up and drop-off procedures. Failure to do so creates chaos, frustration and unsafe conditions. Each family should discuss these loading and walking procedures with each other.

We encourage you to consider walking your children to school each day. Not only would it help alleviate or serious traffic problem, but it also encourages good exercise and a healthy lifestyle. Walking to school and carpools are more important than ever!

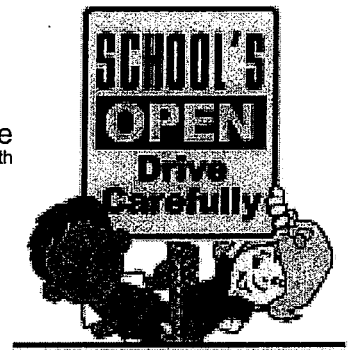
General Precautions

- ☺ Be your child's best example. Please be courteous and follow all safety guidelines at all times.
- ☺ No arrivals prior to 8 am. There is no supervision.
- ☺ Our local streets are very narrow. Please drive slowly and watch for children!
- ☺ No students permitted in parking lot without an accompanying adult.
- ☺ Use crosswalks to cross streets and loading zone lanes.
- ☺ Follow all directions from school safety personnel. They can see potential problems you can't.
- ☺ Students are to be picked-up promptly at dismissal. There is no supervision in the playgrounds after school hours.
- ☺ Devote more time and be extra cautious on rainy or foggy days.
- ☺ Drive with your headlights on, to see and be seen.

Driving to School

If you must drive your child to school, please observe the following procedures:

- ☺ Use all available Loading Zones - A new Loading Zone is available in the parking lot aisle and the Ladera Loading Zone has been improved for 4th and 5th graders.
- ☺ Use the Loading Zone Lane while waiting to drop-off or pick-up.
- ☺ Exit Loading Zone Lane by using Bypass Lane.
- ☺ No stopping or loading in Bypass Lane.
- ☺ Keep pulling forward and fill in all gaps in Loading Zone Lane.
- ☺ Drivers may drop-off students along entire length of Loading Zone.
- ☺ Have all school materials including bookbag and lunch ready BEFORE student exits vehicle.
- ☺ Students should enter and exit the vehicle using the passenger side only.
- ☺ Pick-up students at FRONT of Loading Zone Lane only.
- ☺ No student loading is allowed along Vista Drive or any other streets.
- ☺ No honking or signaling to students from your vehicle at any time.
- ☺ Right turn only out of school parking lot.



Walking and Biking to School

- ☺ Always follow the Suggested Route to School map for Grand View School.
 - North of the school, use the pedestrian gates on Vista Drive.
 - West of the school, use 26th Street crosswalks and pedestrian gate on Vista Drive.
 - South of the school, use crosswalks and crossing guard at Manor Drive/24th Street.
 - East of the school, use crosswalks and crossing guard at 24th Street/Blanche Road.
- ☺ Walk in a group with neighboring students whenever possible.
- ☺ Use sidewalks and walkways where possible.
- ☺ Use designated walkways on Vista Drive north of the school and Manor Drive south of the school.
- ☺ Cross only at corners or marked crosswalks. Walk your bike across busy intersections.
- ☺ 4th and 5th graders are encouraged to bicycle to school. Follow the Suggested Route to School.

Special thanks to Grand View PTA and the City of Manhattan Beach for the preparation of this document.

Grand View Elementary School

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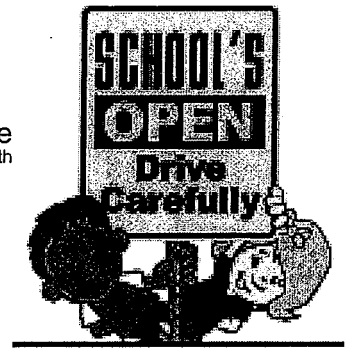
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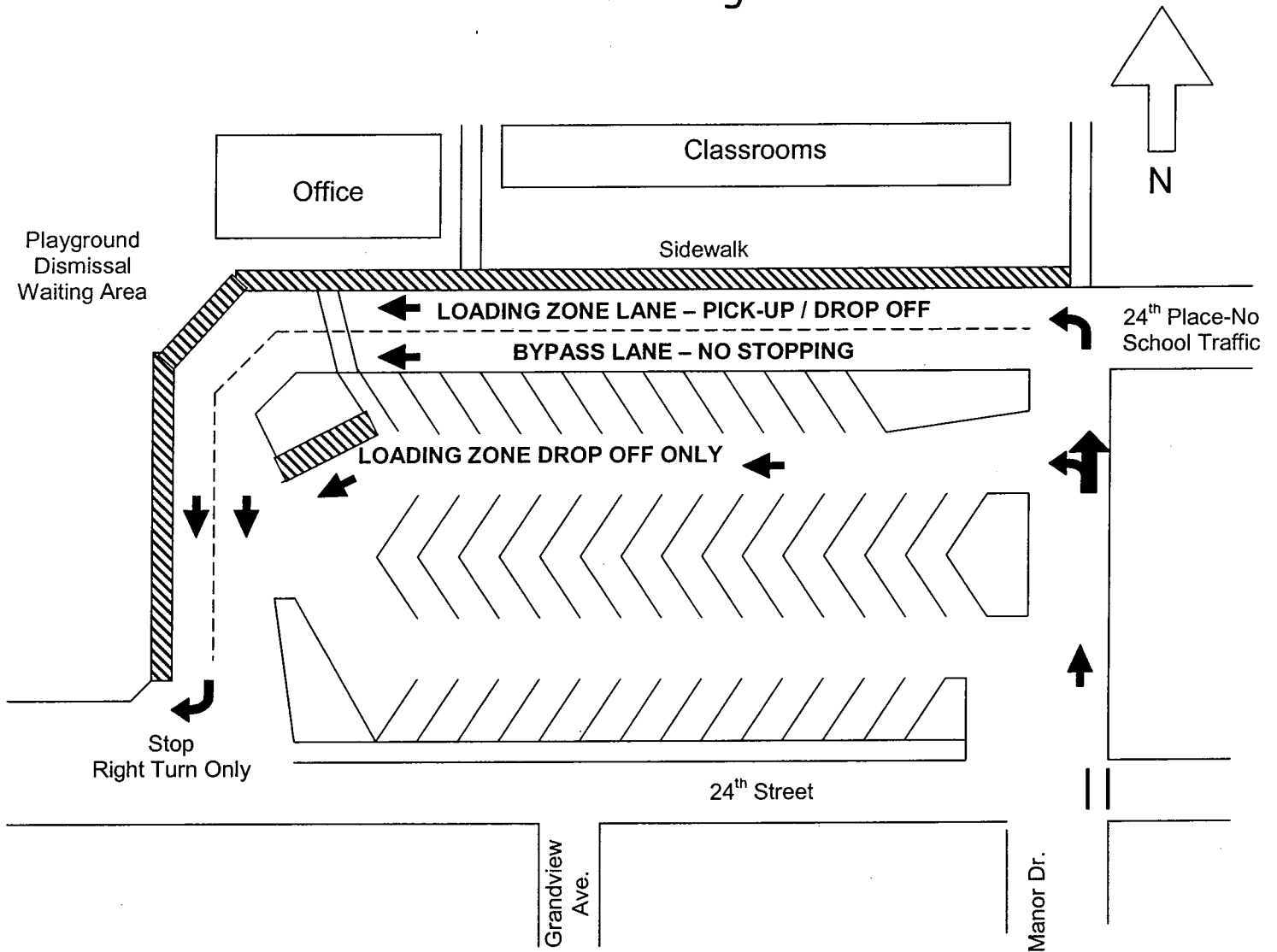


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Special thanks to Grand View PTA and the City of Manhattan Beach for the preparation of this document.

Grand View Elementary School Main Loading Zone



Special thanks to Grand View PTA and the City of Manhattan Beach for the preparation of this document.

10 Good Reasons to Walk or Bike to School



1. It's Fun!

Walking and biking are fun ways to travel. There's so much to see, smell, touch, think and talk about along the way.

2. It's Healthy

Walking and biking are great ways to get fit or to stay strong and healthy. Regular exercise, even 10 minutes at a time, helps your heart, lungs and bones.

3. It's Educational

An active start to the day improves mood, concentration, creativity and problem-solving abilities. (That's true for adults, too!) Education doesn't have to start inside the school gate; children can learn about their neighborhood and become more self-reliant.

4. It's Non-polluting

Walking and biking trips cause no harmful emissions! Also, walkers and cyclists breathe less pollution than people inside an idling or slow moving car.

5. It's Neighborly

Walking enables children and adults to make new friends and get to know their neighbors. Fewer cars outside the school entrance can improve the school's traffic problems, and it is safer for other children who walk.

6. It's Less Stressful

Coordinating drop-off and pick-up schedules and driving in commute traffic can be a hassle for both children and adults.

7. It's a Chance to Teach and Learn Road Skills

Adults get to teach traffic safety and step out from the driver's perspective to get their children's point of view. Children can practice road safety skills before venturing out on their own.

8. It's Convenient

Children who walk or bike can go where ever they need to go, when ever they need to be there - whether it's school, home, the library or ball field.

9. It's Economical

Fewer car trips = lower gasoline costs. Each time you walk or bike instead of use a car you save money on gas and maintenance. When more children walk and bike regularly, everyone saves time.

10. It's Safer

The presence of walkers and cyclists cues drivers to slow their speeds and use caution. Neighborhoods become a place where everyone can safely play, live and travel throughout the week, not just during school commute times.

Prepared especially for Grand View Elementary School by the City of Manhattan Beach. Special thanks to California's Safe Routes to School Initiative, the California Office of Traffic Safety and the Kids' Plate Program for resource materials.



Safety Guidelines for Drivers who drop-off and pick-up Students

.....
Dear Parents and Drivers:

Did you know that more children are hit by cars near school than any other place in most communities? Even in our community, we have too many cars going near schools! To help change this pattern, your full cooperation is essential.

Here are some guidelines and suggestions for dropping-off and picking-up children from school:

- ✓ Follow your school's traffic pattern for drop-off and pick-up, and please follow the plan. If your school doesn't have a plan, contact the principal and suggest that one be developed.
- ✓ Make sure all children are properly secured in your vehicle while you are driving.
- ✓ Reduce your speed when you enter a school zone and when children are walking or biking along the road.
- ✓ Drop children off on the school-side of the street.
- ✓ Train your child to look all ways (left, right, behind and front) and then to walk cautiously when crossing a street.
- ✓ Never double-park. Do not let your child out of a vehicle that is not next to the curb.
- ✓ Avoid backing up. Little kids are hard to see.

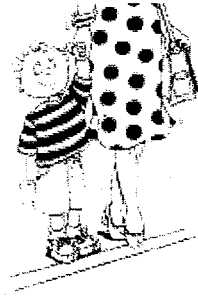
Walking your child to school is one of the best answers to protecting young children today. Walk to School Day raises everyone's awareness about their role in providing safer routes to school for our children.

Remember: slow down, keep these guidelines in mind, drive safely, and walk with your child to school as often as possible.

Thank You!



What You Can Do...



As a parent

Don't overestimate your children's abilities.

- ☞ Children are small and it is harder for them to see traffic and be seen by drivers.
- ☞ They cannot judge speed, distance or direction well.
- ☞ If they see a car, they think the driver sees them.
- ☞ Children are impulsive, especially when at play.

Protect your children outside

- ☞ A responsible adult needs to be with young children at all times when they are outside.
- ☞ Always hold a child's hand when crossing street.
- ☞ Do not rely on older children to watch younger children. They too can become distracted and leave your child at risk of being hit by a car.
- ☞ **NEVER ALLOW A CHILD UNDER AGE 8 TO CROSS STREETS ALONE**

Set a good example

- ☞ Children learn from watching what adults do. Do not cross between parked cars.
- ☞ Use signals correctly, walk only on the green "WALK" signal.
- ☞ Walk with your child and explain traffic safety rules.

Get involved with your school

- ☞ Participate in International Walk to School Day October 4, 2000.
- ☞ Walk with your child and together plan a safe route for your child's walk to school.
- ☞ Form a "Walking School Bus" or join the volunteer crossing guard program.

REMEMBER

- ☞ Children are not small adults and cannot be responsible for their own traffic safety.
- ☞ Find safe areas for your children to play, away from cars.
- ☞ Do not rush children to school, take the time to walk, drive and park safely.

Kids and cars don't mix!
Be aware, teach your children and keep them safe.

Lo que usted puede hacer... como padre



No exagere las capacidades de los niños.

- Los niños son pequeños y les cuesta trabajo ver el tráfico y es difícil que los conductores los vean.
- No pueden calcular bien la velocidad, la distancia o la dirección.
- Si ven un vehículo creen que el conductor también los ve a ellos.
- Son muy impulsivos, especialmente cuando están jugando.

Proteja a los niños cuando están afuera

- Los adultos responsables tienen que estar con los pequeños todo el tiempo cuando están afuera.
- Siempre lleve de la mano a los niños al cruzar la calle.
- No haga que los niños más grandes cuiden de los más pequeños. Ellos también se pueden distraer y hacer que los pequeños corran el riesgo de ser atropellados por un carro.

¡NUNCA PERMITA QUE UN NIÑO DE MENOS DE OCHO AÑOS CRUCE LA CALLE SOLO!

Dé buen ejemplo

- Los niños aprenden lo que ven hacer a los adultos. No cruce en medio de autos estacionados.
- Obedezca las señales. Cruce únicamente cuando el semáforo en verde diga "WALK".
- Camine con su hijo y enséñele las reglas de seguridad del tráfico.

Participe en las actividades de la escuela

- Participe el Cuatro de Octubre de 2000 en el "Día Nacional Para Caminar Con Su Hijo a la Escuela" (National "WALK" Your Child to School Day")
- Camine con su hijo y planeen juntos una ruta segura para ir a la escuela.

RECUERDE

- Los niños no son adultos pequeños y no pueden responsabilizarse de su propia seguridad en el tráfico.
- Busque lugares seguros, lejos de los autos, en donde los niños puedan jugar.
- No vaya a la carreras con sus hijos a la escuela. Camine, maneje y estacione con calma y cuidado.

***¡Mantenga a los niños alejados de los carros!
Tenga cuidado. Prepare y cuide a sus hijos.***

What You Can Do...

As a pedestrian



Take responsibility for your own safety

- 🚶 Pedestrians have the right of way when in a crosswalk, at an intersection, at a stop sign or with a "WALK" signal.
BUT-painted lines and "WALK" signals can't stop a car from hitting you.
- 🚶 Make eye contact with drivers and don't cross in front of drivers who aren't looking.

Cross streets safely

- 🚶 Always **STOP** at the edge of street before entering it.
- 🚶 Look in all directions for any moving vehicles before walking out into the street. Watch for cars from the right and left, as well as cars making right turns behind you and left turns in front of you.
- 🚶 On busy streets, be sure to use designated marked crosswalks.

Take to the streets

- 🚶 Walk with your family, friends, neighbors or pets around your neighborhood.
- 🚶 Get outside, enjoy your neighborhood and walk safely in numbers. The more pedestrians are visible, the safer your street gets.

REMEMBER

- 🚶 Streets signs, signals and pavement marking are installed for everyone's use, not just for drivers. Follow the rules of the road.
- 🚶 Even if you are wearing white clothes, drivers will have a hard time seeing you at night. Wear reflective clothing.

***The human body is no match for a 4000 pound car.
Respect the rules of the road and walk alert.
See and be seen.***

Lo que usted puede hacer...

como peatón



Responsabilícese de su propia seguridad

- ☞ Los peatones tienen prioridad de paso en los cruces peatonales, en las intersecciones, en las señales de alto (pare) o cuando aparece la señal de "WALK".
- ☞ **¡PERO, NI LAS RAYAS EN LA CALLE NI LOS SEMÁFOROS CON "WALK" PUEDEN EVITAR QUE UN AUTO LO ATROPELLE!**
- ☞ Establezca contacto visual con los conductores y no cruce delante de los que no estén mirando.

Cruce las calles en forma segura

- ☞ Siempre **PARE** al borde de la calle antes de cruzarla.
- ☞ Mire a todos lados en busca de vehículos en movimiento antes de entrar en la calle. Tenga cuidado con los vehículos a la derecha y a la izquierda, y cuídese de los vehículos que doblan a la derecha detrás de usted y a la izquierda delante de usted.
- ☞ En las calles congestionadas, es importante cruzar por las vías peatonales marcadas.

Disfrute de las calles

- ☞ Camine con su familia, amigos, vecinos o mascotas por las calles donde vive.
- ☞ Camine más seguro en compañía de otras personas. Entre más peatones haya visibles, más seguras serán las calles.

RECUERDE

- ☞ Las señales, los semáforos y el pavimento marcado no son únicamente para los automovilistas, son para el uso de todos. Obedezca las reglas para los peatones.
- ☞ Aunque tenga ropa blanca, será difícil que los conductores lo vean de noche. Lleva ropa que produzca reflejos.

El cuerpo humano no puede enfrentarse a un vehículo de 4000 libras. Respete las reglas peatonales y camine con los ojos abiertos. Vea y hágase ver.

Prepared by: Santa Ana Pedestrian Safety Project



Download this from California's Safe Routes to Schools website: www.dhs.ca.gov/routes2school

What You Can Do...

As a driver



Share the Road

- 🚗 Our roads are designed for use by pedestrians, bicyclists and motor vehicles.
- 🚗 Obey the rules of the road and allow safe passage for everybody
- 🚗 For many pedestrians, walking is their only form of transportation, be courteous and respect their right to share the road.

Give pedestrians a brake

- 🚗 Pedestrians have the right of way at marked mid-block crosswalks, at marked and unmarked intersection crosswalks and with a green "WALK" signal.
- 🚗 Yellow lights mean prepare to stop- not speed up!
- 🚗 Stop and look for pedestrians crossing when making a right hand turn on a red light.
- 🚗 **ALWAYS STOP FOR PEDESTRIANS ENTERING A CROSSWALK**

Slow down and watch out

- 🚗 Residential streets are designed for local use. Use major streets as much as possible.
- 🚗 Expect the unexpected and be prepared to stop suddenly when children are present.
- 🚗 Look for pedestrians when pulling out of driveways, and when driving near vending trucks, buses, parks and schools.

REMEMBER

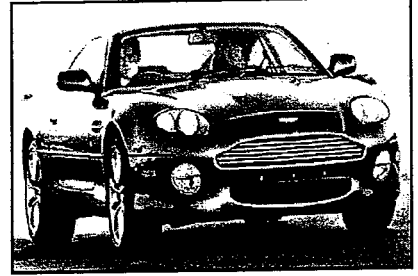
- 🚗 Pedestrians are unable to control the effects of weather, bad drivers, and blind spots etc.
- 🚗 Young children are too young to make complicated decisions in dangerous traffic situations.
- 🚗 Older adults may not be able to cross quickly or to see or hear approaching cars.
- 🚗 Reduce the number of trips you take and walk more often.

Your vehicle is a deadly weapon against a human body. Drive alert and watch out!

Prepared by: Santa Ana Pedestrian Safety Project



Lo que usted puede hacer... como conductor



Comparta el camino

- ☛ Las calles se hicieron para que las usaran los peatones, los ciclistas y los vehículos.
- ☛ Obedezca las reglas de tráfico y permita que todos circulen en forma segura.
- ☛ Para muchos peatones caminar es su única forma de transporte. Sea cortés y respete el derecho que tienen los demás de compartír la calle.

Respete a los peatones

- ☛ Los peatones tienen la prioridad de paso en los cruces peatonales que hay marcados en la mitad de las cuadras, en los cruces peatonales, marcados o sin marcas, y cuando el semáforo en verde diga "WALK"
- ☛ ¡El semáforo en amarillo significa que debe prepararse para parar, no que debe acelerar!
- ☛ Pare y tenga cuidado con los peatones que cruzan cuando doble a la derecha con un semáforo en rojo.

¡SIEMPRE PARE CUANDO UN PEATÓN ENTRE AL CRUCE PEATONAL!

Disminuya a la velocidad y tenga cuidado

- ☛ Las calles residenciales fueron creadas para uso local. Utilice las vías principales lo más que pueda.
- ☛ Esté preparado para sorpresas y para parar en forma repentina si hay niños.
- ☛ Tenga cuidado con los peatones al salir de la entrada de las casas, cuando maneja cerca de camiones que venden cosas, autobuses, parques y escuelas.






RECUERDE

- ☛ Los peatones no pueden controlar los efectos del clima, ni los malos conductores, ni los puntos ciegos, etc.
- ☛ Los niños son muy jóvenes para decidir qué hacer cuando el tráfico es peligroso.
- ☛ Es posible que las personas de edad avanzada no puedan cruzar con rapidez, ni ver ni oír los vehículos que se aproximan.
- ☛ Maneje menos y camine más.

***¡Su vehículo es un arma mortal contra un ser humano!
¡Manténgase altera al manejar y tenga cuidado!***

Suggested Routes to Grand View Elementary School



-  Traffic Signal
-  Crossing Guard
-  Crosswalk
-  Walk Street
-  Suggested Route



8/16/06