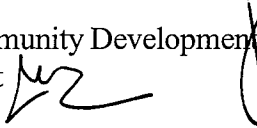


**CITY OF MANHATTAN BEACH  
DEPARTMENT OF COMMUNITY DEVELOPMENT**

**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development  
Ana Stevenson, Management Analyst 

**BY:** Erik Zandvliet, Traffic Engineer

**DATE:** July 24, 2008

**SUBJECT: Pacific Elementary School Area 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 Pacific Elementary School:

1. Post limited time parking spaces in the Pacific Avenue loading zone for visitors.
2. Implement a regular and rotating police presence at Pacific School to enforce traffic laws.

**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 and included in the 2008-09 Work Plan, 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 Pacific Elementary School. 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 City Staff met with Dr. Christine Norvell, prior Principal of Pacific Elementary School, and other school staff on August 1, 2006, to listen and discuss school related traffic concerns. Additional comments were gathered through a request for comments sent to residents living on the surrounding streets.

On September 28, 2006, the PPIC heard public testimony and reviewed the list of initial recommendations prepared by the Traffic Engineer. The Commission heard from local residents and was supportive of the Traffic Engineer's recommended plan, but felt additional analysis is needed with regard to better utilization of the school's parking lots and loading zones. The Commission voted to recommend approval of a program of 20 mitigation measures on a trial basis for six months.

On November 8, 2006, the City Council reviewed the PPIC's recommendation and heard additional public testimony. Three residents spoke of their concerns related to school traffic. The Council unanimously voted to reschedule this item for a public hearing and directed staff to hold a public workshop with representatives from the City and School with notification to the school parents and surrounding neighborhood.

On January 30, 2007, the City and School held a public workshop at Pacific Elementary School. The meeting was attended by 7 residents, 2 school staff, 2 City staff and two Councilmembers. At the meeting, it was agreed 1) that parking on the north side of 14th Street between John Street and Poinsettia Avenue would not be recommended, 2) that a floating crossing guard be considered to assist at the loading zone, and 3) to study the addition of a passenger loading zone on the west side of Pacific Avenue just south of 14th Street.

On March 7, 2007, the City Council discussed the cumulative suggestions and findings, and heard additional public testimony from school representatives and residents surrounding the school area. The City Council approved initial measures as recommended by staff, with direction to pursue additional involvement of the PTA and volunteers in the implementation of the plan.

Immediately after the City Council meeting, the Public Works Department began implementing the sign and marking changes. The physical improvements were completed during Spring Break 2007.

### **DISCUSSION:**

Pacific Elementary School is located on Pacific Avenue in the northwest quadrant of the city, just north of Manhattan Beach Boulevard. The school attendance boundary extends from Ardmore Avenue/Laurel Avenue on the west, Rosecrans Avenue to the north, Sepulveda Boulevard to the east, and Manhattan Beach Boulevard to the south. There are approximately 600 students in

Grades K through 5. School begins at 8:15am and 8:45am with two dismissals at approximately 2:05pm and 2:45pm. Kindergarten and minimum days have different schedules. There are 56 off-street parking spaces on campus and 18 diagonal spaces along Pacific Avenue.

Circulation around Pacific School is primarily via Pacific Avenue in front of the school, and John Street/14<sup>th</sup> Street at the back of the school. Kindergarten students also use small loading zones along 17<sup>th</sup> Street and 14<sup>th</sup> Street. Some 4<sup>th</sup> and 5<sup>th</sup> graders also enter and leave via a gate on Poinsettia Avenue across the ball field.

The local neighborhood streets surrounding Pacific Elementary School are built in a grid network and served by local collector streets such as Pacific Avenue and Poinsettia Avenue. Both of these streets are signalized at Manhattan Beach Boulevard. The streets surrounding the school are improved with curbs, gutters and sidewalks. Pacific Avenue north of 17<sup>th</sup> Street is narrower than the section in front of the school. Some traffic calming measures have been implemented in the area, including landscaped road narrowing at Pacific Avenue/14<sup>th</sup> Street. 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. Traffic flow during school hours has improved, particularly along John Street and 14<sup>th</sup> Street. Congestion continues to occur along 14<sup>th</sup> Street, largely due to the narrowness of the street. Overall, field reviews confirm that traffic is flowing smoother, and appears to be more orderly. This can be attributed several factors: the designated loading zone in front of the school, new turn restrictions, 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.

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

1. Replace missing and non-standard traffic signs and street name signs. This action has been completed and appears to be improving driver compliance of the rules-of-the-road, as well as raise awareness of pedestrians and discourage speeding in the school area.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis. 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 school crosswalks and markings on an annual basis. This action has been implemented at several locations to reinforce compliance of pedestrian right-of-way rules and raising awareness of pedestrians in the school area.
4. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street. This measure was implemented during Spring Break 2007 primarily to more closely match the school loading times. The new hours have improved traffic circulation in front of the school and the zone used for short-term parking during non-loading hours.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area. This measure was implemented during Spring Break 2007 and the time. This extended loading zone has improved traffic circulation in front of the school and is used for short-term parking during non-loading hours. The loading zone stripe has improved the orderliness of the loading operation.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue. This measure was completed during Spring Break 2007 and has prevented many pedestrian conflicts along the diagonal parking zone in front of the school. However, additional enforcement and education is necessary to maintain compliance at this location.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane. This measure was completed during Spring Break 2007 and appears to be reducing vehicle conflicts, frustration, back-ups and congestion along Pacific Avenue and 17<sup>th</sup> Street.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout. This measure was completed during Spring Break 2007 and has been found to reduce vehicle conflicts and congestion along John Street. Parents are now accustomed to entering the loading queue line in the westbound direction only.
9. Add directional arrows for westbound 14<sup>th</sup> Street at the John Street loading zone. See No. 8.
10. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs. This measure was completed during Spring Break 2007 and has helped make drivers more aware of pedestrian crossings at this intersection.
11. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.. School representatives should be present at the meeting to inform the Committee on any actions they have taken to implement a formal program. The school does post loading zone signs and places cones in the loading zone area to keep an orderly flow.
12. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students. The school encourages walking on certain days as a way to

get students in the habit of walking to school. School representatives may be able to provide additional details.

13. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas. This measure was discussed with school representatives for their consideration to present to the School District as a capital project. Status is unknown at this time.
14. Prepare Suggested Routes to School map for distribution to parents. A new Suggested Route to School map prepared by the City will be distributed at the start of the upcoming school year. This action will help educate parents and students of the preferred routes when walking or biking to school. It can be used to encourage more walking to school, thereby reducing traffic congestion on streets surrounding the school.
15. Encourage the school to distribute traffic safety handouts regularly throughout the school year. This action will remind school staff, students, parents and other users to follow the recommended driving, walking and parking practices in order to reduce potential residential impacts.
16. Request that the School District consider how it might best utilize and encourage use of their internal parking lots. School administrators have been asked to give a response to this recommendation at the follow-up meeting.
17. Direct staff to review the feasibility of creating limited time parking spaces in the Pacific Avenue loading zone for visitors. This measure is being recommended as a follow-up measure.
18. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area. This measure was discussed with school administrators who responded that several campus sensitive areas would have to be crossed by vehicles in order to provide circulation and the risk due to student exposure was too great.
19. Add floating crossing guard to help with loading & unloading. School administrators have been asked to give a response to this recommendation at the follow-up meeting.

### **Other Possible Measures**

Pursuant to the collective discussions and observations as well as testimony made at this meeting, additional measures may be considered. Since recurrent speeding was not observed during school hours in either the initial or follow-up studies, a possible toolbox measure for

speed humps in school areas was considered but is not recommended at this time. However, as the result of the follow-up investigation, two additional measures are recommended by staff:

Post limited time parking spaces in the Pacific Avenue loading zone for visitors. This measure is supported by the City Traffic Engineer to provide additional parking opportunities for visitors.

Implement a regular and rotating police presence at Pacific School to enforce traffic laws. School representatives feel that additional police enforcement is critical to improving compliance with the school circulation plan.

#### NEXT STEPS

Pursuant to the Neighborhood Traffic Management Program, parents, school staff and residents have been invited to this public 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 Pacific 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 school campus have been invited to this PPIC meeting. Pacific School has also been encouraged to distribute the meeting notice to all school parents.

- Exhibits:
- A. Neighborhood Vicinity Aerial Map / Area Map
  - B. Implemented Measures Diagram
  - C. 3/07/07 City Council Staff Report and Minutes
  - D. Meeting Notice

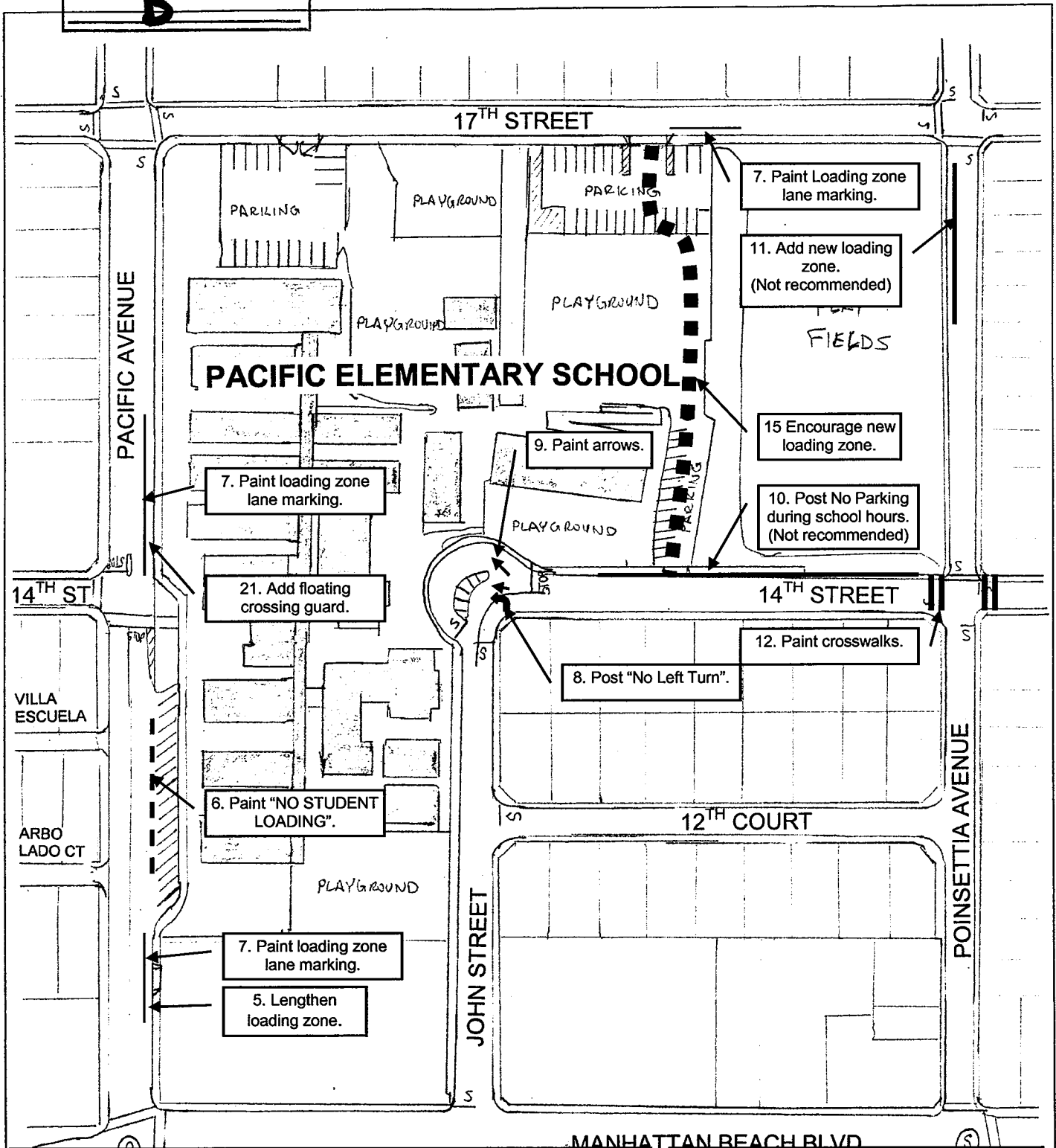
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Exhibit A  
Pacific Elementary School  
Neighborhood Vicinity Aerial Map



# EXHIBIT

# B



### GENERAL RECOMMENDATIONS

1. Replace school signs.
2. Regular traffic/parking enforcement.
3. Paint school crosswalks annually.
4. Change school loading zone hours.

16. Prepare Suggested Routes Map.
19. Study feasibility of limited time visitor parking in loading zone.
20. Study relocation of all loading on Pacific to on-campus loading area.

### SCHOOL ACTIONS

13. Volunteer/staff loading assistance.
14. Student Car-Pool/Walking program
15. New on-campus loading zone.
17. Distribute traffic safety handouts.
18. Consider best use of parking lots.



City of Manhattan Beach  
Department of Community Development

## PACIFIC ELEMENTARY SCHOOL TRAFFIC SAFETY RECOMMENDATIONS

9/12/08



# EXHIBIT

C

Agenda Item #:

07/0307.15



## Staff Report City of Manhattan Beach

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

**THROUGH:** Geoff Dolan, City Manager *GD*

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

**DATE:** March 7, 2007

**SUBJECT:** Uphold the Parking and Public Improvements Commission Recommendation to Approve Initial Recommendations for the Pacific Elementary School Traffic and Parking Study

### RECOMMENDATION:

It is recommended that the Council pass a motion to approve the Parking and Public Improvements Commission (PPIC) recommendation to implement the following traffic and parking management plan around the Pacific Elementary School campus for a six-month trial period (as amended in bold):

1. Replace missing and non-standard traffic signs and street name signs.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17<sup>th</sup> Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17<sup>th</sup> Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14<sup>th</sup> Street at the John Street loading zone.
10. Prohibit parking on the north side of 14<sup>th</sup> Street between John Street and Poinsettia Avenue on school days only. **(No longer recommended pursuant to workshop discussion.)**
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs. **(No longer recommended at the request of Principal.)**

12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14<sup>th</sup> Street on the east and west legs.
13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas. **(Principal expressed opposition to an on-campus loading area during workshop discussion.)**
16. Prepare Suggested Routes to School map for distribution to parents.
17. Encourage the school to distribute traffic safety handouts regularly throughout the school year.
18. Request that the School District consider how it might best utilize and encourage use of their internal parking lots.
19. Direct staff to review the feasibility of creating limited time parking spaces in the Pacific Avenue loading zone for visitors.
20. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area.
21. Add a floating crossing guard to assist with loading and unloading and appropriate \$10,000 from the Council Contingency Fund. **(Added pursuant to workshop discussion.)**

**FISCAL IMPLICATION:**

The recommended modifications could be accomplished through existing Public Works programs and budgets with the exception of Measure No. 21, which would require appropriation of additional funding for a new crossing guard. The estimated annual cost for a new crossing guard is \$10,000, which could be appropriated from the Council Contingency Fund.

**BACKGROUND:**

In November 2002 the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). The Program established a set of procedures for evaluating neighborhoods in an effort to improve livability of neighborhood streets. In March 2003, the Council directed staff to conduct studies of traffic and parking conditions in the areas surrounding the schools in Manhattan Beach.

The NTMP Program has been followed in developing possible vehicular and pedestrian improvements for Pacific School. Staff met with school representatives in August to identify concerns and suggestions. Subsequently, a mailing was sent to area residents giving them an opportunity to provide input. The information obtained was incorporated into an analysis that was presented to the Parking and Public Improvements Commission on September 28, 2006, and to the City Council on November 8, 2006. A public workshop was held on January 30, 2007 with school parents and neighbors.

**DISCUSSION**

As described in the attached report the City Traffic Engineer identified concerns in the following areas:

- Congestion during drop-off and pick-up times
- Traffic and parking violations occurring near the school
- A shortage of public parking on Pacific Avenue
- Driver confusion at the John Street/14<sup>th</sup> Street loading area
- School area signs and markings are outdated and/or missing
- No current suggested routes to school plan for the school
- Insufficient visitor parking spaces in the school parking lots

To mitigate these issues, the Traffic Engineer recommended the following program of initial mitigation measures:

- Replace missing and non-standard traffic signs and street name signs.
- Concentrate traffic and parking enforcement around the school campus on a regular basis.
- Paint school crosswalks and markings on an annual basis.
- Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17<sup>th</sup> Street.
- Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
- Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
- Enhance student loading zones on Pacific Avenue and 17<sup>th</sup> Street by painting a designated loading lane.
- Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
- Add directional arrows for westbound 14<sup>th</sup> Street at the John Street loading zone.
- Prohibit parking on the north side of 14<sup>th</sup> Street between John Street and Poinsettia Avenue on school days only.
- Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
- Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14<sup>th</sup> Street on the east and west legs.
- Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
- Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
- Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.
- Prepare Suggested Routes to School map for distribution to parents.
- Encourage the school to distribute traffic safety handouts regularly throughout the school year.

### **PPIC Meeting**

On September 28, 2006, the PPIC discussed the findings and heard testimony from two area residents. The speakers described concerns related to limited parking on Pacific Avenue and

student pick-ups and drop-offs. The Commission was supportive of the Traffic Engineer's recommended plan, but felt additional analysis is needed in the following areas:

- Improved utilization of the school's parking lots
- Creation of a limited time parking zone on Pacific Avenue to accommodate visitors
- Feasibility of removing loading zones on Pacific Avenue and directing all pick-up and drop-off traffic to an on-campus loading area

The Commission voted (3-0, Donahue and Paralusz absent) to recommend approval of a program of 20 mitigation measures on a trial basis for six months.

**City Council Review**

On November 8, 2006, the City Council reviewed the PPIC's recommendations and heard additional public testimony. Three residents spoke of their concerns related to school traffic. The Council concluded that additional public input was needed and therefore continued the item and directed staff to hold a public workshop with representatives from the City and School and notification to the school parents and surrounding neighborhood.

**Public Workshop**

On January 30, 2007, the City and School held a public workshop at Pacific School. The meeting was attended by 7 residents, 2 school staff, 2 City staff and Councilmembers Fahey and Montgomery. The main issues of concern were as follows:

- A. Recommendation #10 – prohibiting parking on the north side of 14th Street between John Street and Poinsettia Avenue. Residents on 14th Street believe prohibiting parking on 14th Street would not provide any safety benefits and would adversely impact the parking situation in the area. It was agreed upon that the parking restriction will not be recommended at this time.
- B. Add a floating crossing guard to assist at the loading zone - Several residents suggested adding a floating crossing guard to assist with student pick-ups and drop-offs along Pacific Avenue. The City and School representatives agreed in concept to this suggestion.
- C. Add a passenger loading zone on the west side of Pacific Avenue just south of 14th Street. A resident suggested that a drop-off zone be established in this area. He explained a loading zone for southbound traffic would be less impacting to residents because there are no adjacent residential frontages. It was agreed that staff would evaluate adding a loading zone at this location.

The City Traffic Engineer has made an evaluation of a loading zone on the west side of Pacific Avenue. This measure is not recommended for the following reasons:

- A loading zone would require the removal of up to 10 parking spaces in the morning and again in the afternoon.
- This parking area is heavily used by residents of the homes along 14<sup>th</sup> Street, Villa Escuela (13<sup>th</sup> Street) and Arbo Lado Court.

- The adjacent homes have limited parking supply, and overnight parking is common along Pacific Avenue.
- A loading zone just south of 14<sup>th</sup> Street would routinely overflow across the intersection and school crosswalk on the north leg, causing gridlock and adversely impacting school area safety.
- Students would be required to cross a busy street to reach the school.
- Students may be inclined to cross Pacific Avenue midblock rather than walking farther to the crosswalks at the intersection in order to reach the loading zone.

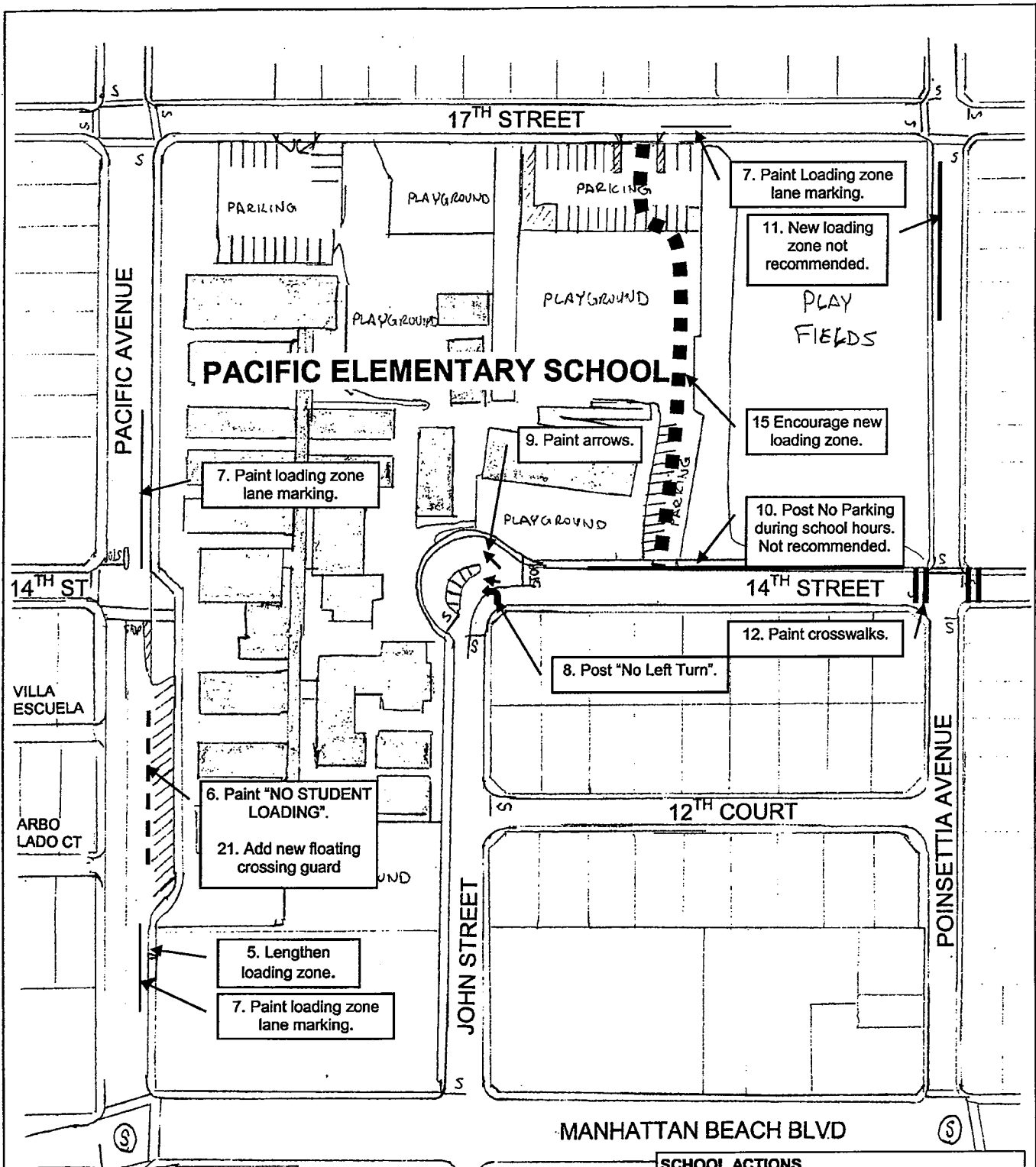
Once the Traffic and Parking Management Plan is approved, a follow-up evaluation would be conducted after implementation to determine if it has proven effective and/or needs to be modified. This evaluation will be presented to the PPIC at a future meeting, with notices sent to affected stakeholders.

Meeting notices for this meeting were sent to school and district representatives and to all properties surrounding the school campus.

**ALTERNATIVES:**

1. **APPROVE** the recommendations of the Parking and Public Improvements Commission as amended pursuant to the Public Workshop.
2. **PROVIDE** staff with direction.

- Attachments:
- A. Sketch of recommended measures (Revised 2/20/07)
  - B. Excerpt from City Council minutes of 11/8/06
  - C. City Council Report dated 11/8/06, with attachments
  - D. Meeting notice



**GENERAL RECOMMENDATIONS**

- 1. Replace school signs.
- 2. Regular traffic/parking enforcement.
- 3. Paint school crosswalks annually.
- 4. Change school loading zone hours.
- 16. Prepare Suggested Routes Map.

**SCHOOL ACTIONS**

- 13. Volunteer/staff loading assistance.
- 14. Student Car-Pool/Walking program.
- 15. New on-campus loading zone.
- 17. Distribute traffic safety handouts.



City of Manhattan Beach  
Department of Community Development

**PACIFIC ELEMENTARY SCHOOL  
TRAFFIC SAFETY RECOMMENDATIONS**

9/12/06

For the record, Mayor Pro Tem Aldinger amended his dissenting vote to vote in favor of removing the stop sign.

Management Analyst Osborne confirmed that signs notifying residents that the intersection has changed will be posted.

City Manager Dolan advised that a resolution related to this matter is before the Council this evening for consideration.

**MOTION:** Mayor Pro Tem Aldinger moved to adopt Resolution No. 6072 as written. The motion was seconded by Councilmember Ward and passed by the following roll call vote:

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

**RESOLUTION NO. 6072**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MANHATTAN BEACH, CALIFORNIA, AMENDING SECTIONS 20 (ONE WAY STREETS) AND 21 (THROUGH STREETS AND STOP INTERSECTIONS) OF RESOLUTION NO. 2715 (THE TRAFFIC RESOLUTION)**

06/1108.15 Uphold the Parking and Public Improvements Commission Recommendation to Approve Initial Recommendations for the Pacific Elementary School Traffic and Parking Study

**A member of the audience pulled this item from the Consent Calendar for Council discussion.**

**The following individuals spoke on this item:**

- **Barbara Sills, 1600 Block of Poinsettia Avenue**
- **Mary Hornickel, 1400 Block of Pacific Avenue**
- **Tom Kelly, 1400 Block of Pacific Avenue**

The Council agreed that this item should be set for a public hearing as soon as possible and that a meeting about traffic difficulties in the vicinity of Pacific Elementary School, between interested parties, Council representatives and representatives from Pacific Elementary School and the School Board, should be held at Pacific Elementary School prior to the public hearing.

**MOTION:** Mayor Pro Tem Aldinger moved that the Parking and Public Improvements Commission's recommendation to approve initial recommendations for the Pacific Elementary School Traffic and Parking Study be set for a public hearing. The motion was seconded by Councilmember Montgomery and passed by the following unanimous roll call vote:

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

City Manager Dolan advised that this item will be presented for the Council's consideration subsequent to a meeting between representatives from the Council, Pacific Elementary School and the School Board and that neighborhood and Pacific Elementary School parents will be notified of the hearing.

Councilmembers Fahey and Montgomery volunteered to represent the Council at the meeting between interested parties, Pacific Elementary School and the School Board representatives.

06/1108.16 Uphold the Parking and Public Improvements Commission Recommendation to Deny a Request for a Street Light Addition at the 14<sup>th</sup> Place and Ocean Drive

A member of the audience pulled this item from the Consent Calendar for Council discussion.

The following individuals spoke on this item:

- Barbara Lee, 14<sup>th</sup> Place and Ocean Avenue
- Paul Lenz, 14<sup>th</sup> Place and Ocean Avenue
- Bob Holmes, 1300 Block of the Strand and Property Owner in the Subject Area
- Richard Berry, 1400 Block of the Strand

Associate Engineer Gil Gamboa advised that the majority of residents living near the subject location who spoke to this item at the Parking and Public Improvements Commission's meeting were concerned about the potential for glare resulting from the proposed light; that a shield over the light would not completely prevent against glare; and that a light at a ground height is not an option that would be provided by Southern California Edison.

City Manager Dolan confirmed that residents were notified of the Council's consideration of this item.

The Council noted the difficulty of overriding the Parking and Public Improvements Commission's recommendation. They extensively reviewed a map showing the addresses of those in favor and those opposed to the proposed light and discussed the safety concerns in the area due to darkness. The Council agreed that, should the proposed light be approved, glare should be minimized as much as possible while providing as much light as possible and that the light should be situated on the pole so as to minimize impact on surrounding residences as much as possible.

Barbara Lee returned to the podium to relate her willingness to agree with the proposed light due to her better understanding of safety issues in the area as a result of the discussion this evening. She asked that the light be shielded as much as possible to prevent against glare.

**MOTION:** Mayor Pro Tem Aldinger moved to approve the request for a new street light at the intersection of 14<sup>th</sup> Place and Ocean Drive. The motion was seconded by Councilmember Fahey and passed by the following unanimous roll call vote:

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





Agenda Item #: 06/1108.15

# Staff Report

## City of Manhattan Beach

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

**THROUGH:** Geoff Dolan, City Manager *GD*

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

**DATE:** November 8, 2006

**SUBJECT:** Uphold the Parking and Public Improvements Commission Recommendation to Approve Initial Recommendations for the Pacific Elementary School Traffic and Parking Study

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### RECOMMENDATION:

It is recommended that the Council pass a motion to approve the Parking and Public Improvements Commission recommendation to implement the following traffic and parking management plan around the Pacific Elementary School campus for a six-month trial period:

1. Replace missing and non-standard traffic signs and street name signs.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17<sup>th</sup> Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17<sup>th</sup> Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14<sup>th</sup> Street at the John Street loading zone.
10. Prohibit parking on the north side of 14<sup>th</sup> Street between John Street and Poinsettia Avenue on school days only.
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14<sup>th</sup> Street on the east and west legs.

13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.
16. Prepare Suggested Routes to School map for distribution to parents.
17. Encourage the school to distribute traffic safety handouts regularly throughout the school year.
18. Request that the School District consider how it might best utilize and encourage use of their internal parking lots.
19. Direct staff to review the feasibility of creating limited time parking spaces in the Pacific Avenue loading zone for visitors.
20. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area.

**FISCAL IMPLICATION:**

The recommended modifications could be accomplished through existing Public Works programs and budgets.

**BACKGROUND:**

In November 2002 the City Council approved the City-Wide Neighborhood Traffic Management Program (NTMP). The program established a set of procedures for evaluating neighborhoods in an effort to improve livability of neighborhood streets. In March 2003, the Council directed staff to conduct studies of traffic and parking conditions in the areas surrounding the schools in Manhattan Beach.

The NTMP Program has been followed in developing possible vehicular and pedestrian improvements for Pacific School. Staff met with school representatives in August to identify concerns and suggestions. Subsequently, a mailing was sent to area residents giving them an opportunity to provide input. The information obtained was incorporated into an analysis that was presented to the Parking and Public Improvements Commission at a public meeting on September 28, 2006.

**DISCUSSION**

As described in the attached report the Traffic Engineer identified concerns in the following areas:

- Congestion during drop-off and pick-up times
- Traffic and parking violations occurring near the school
- A shortage of public parking on Pacific Avenue
- Driver confusion at the John Street/14<sup>th</sup> Street loading area
- School area signs and markings are outdated and/or missing
- No current suggested routes to school plan for the school
- Insufficient visitor parking spaces in the school parking lots

To mitigate these issues he recommended the following program of mitigation measures:

- Replace missing and non-standard traffic signs and street name signs.
- Concentrate traffic and parking enforcement around the school campus on a regular basis.
- Paint school crosswalks and markings on an annual basis.
- Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17<sup>th</sup> Street.
- Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
- Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
- Enhance student loading zones on Pacific Avenue and 17<sup>th</sup> Street by painting a designated loading lane.
- Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
- Add directional arrows for westbound 14<sup>th</sup> Street at the John Street loading zone.
- Prohibit parking on the north side of 14<sup>th</sup> Street between John Street and Poinsettia Avenue on school days only.
- Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
- Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14<sup>th</sup> Street on the east and west legs.
- Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
- Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
- Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17<sup>th</sup> Street and 14<sup>th</sup> Street in lieu of one or more on-street loading areas.
- Prepare Suggested Routes to School map for distribution to parents.
- Encourage the school to distribute traffic safety handouts regularly throughout the school year.

At the September 28 meeting the PPIC heard testimony from two area residents. The speakers described concerns related to limited parking on Pacific Avenue and student pick-ups and drop-offs. The Commission was supportive of the Traffic Engineer's recommended plan, but felt additional analysis is needed in the following areas:

- Improved utilization of the school's parking lots
- Creation of a limited time parking zone on Pacific Avenue to accommodate visitors
- Feasibility of removing loading zones on Pacific Avenue and directing all pick-up and drop-off traffic to an on-campus loading area

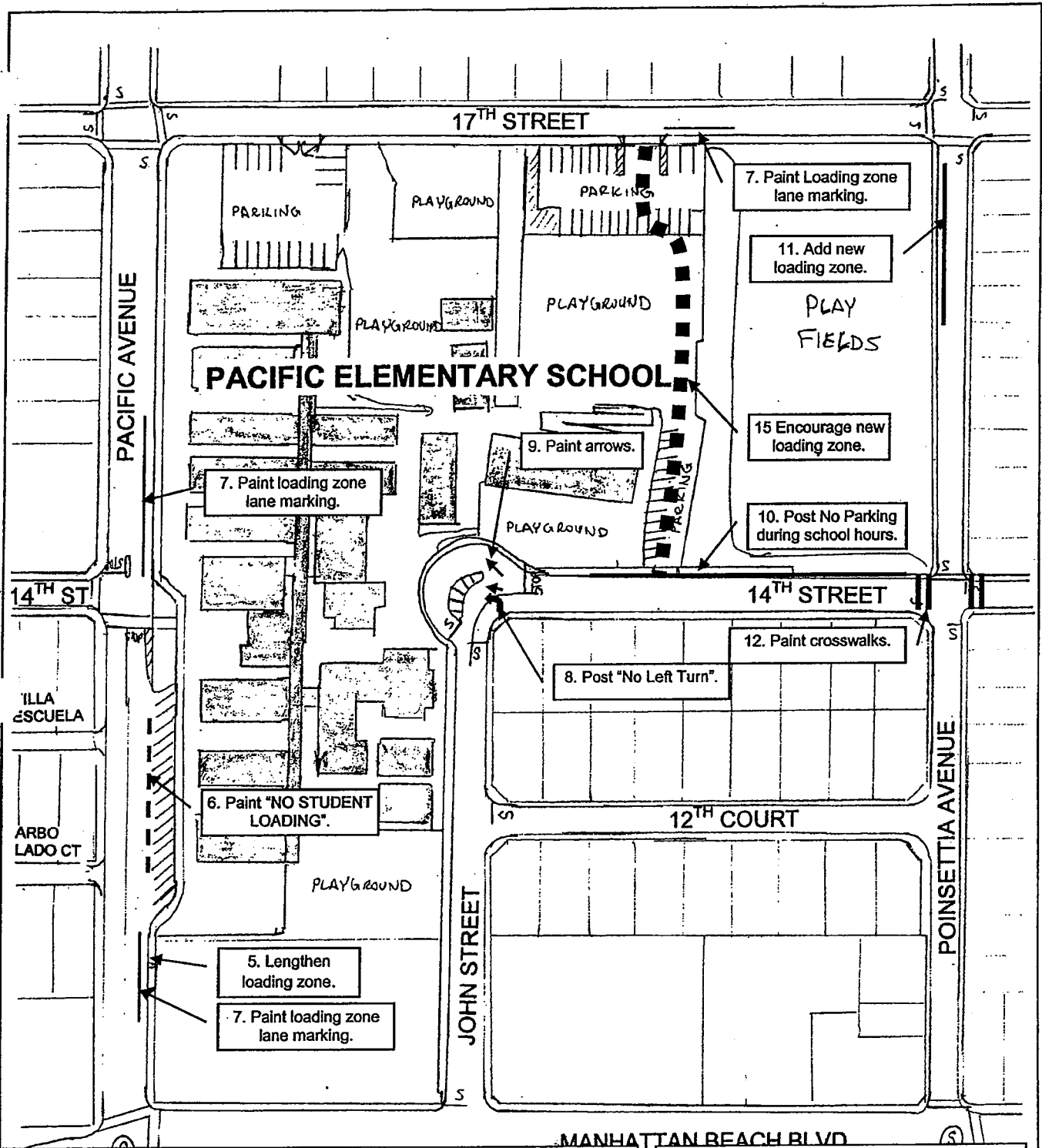
The Commission voted (3-0, Donahue and Paralusz absent) to recommend approval of a program of 20 mitigation measures on a trial basis for six months. If the plan is approved a follow-up evaluation would be conducted to determine if it has proven effective and/or needs to be modified.

Meeting notices were sent to school and district representatives and to all properties surrounding the campus.

**ALTERNATIVES:**

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

- Attachments:
- A. Sketch of recommended measures
  - B. Excerpt from PPIC minutes of 9/28/06
  - C. PPIC report dated 9/28/06, with attachments
  - D. Meeting notice, 10/24/06



**GENERAL RECOMMENDATIONS**

- 1. Replace school signs.
- 2. Regular traffic/parking enforcement.
- 3. Paint school crosswalks annually.
- 4. Change school loading zone hours.
- 5. Lengthen loading zone.
- 6. Paint "NO STUDENT LOADING".
- 7. Paint loading zone lane marking.
- 7. Paint loading zone lane marking.
- 7. Paint Loading zone lane marking.
- 8. Post "No Left Turn".
- 9. Paint arrows.
- 10. Post No Parking during school hours.
- 11. Add new loading zone.
- 12. Paint crosswalks.
- 13. Volunteer/staff loading assistance.
- 14. Student Car-Pool/Walking program.
- 15. New on-campus loading zone.
- 16. Prepare Suggested Routes Map.
- 17. Distribute traffic safety handouts.
- 18. Consider best use of parking lots.
- 19. Study feasibility of limited time visitor parking in loading zone.
- 20. Study relocation of all loading on Pacific to on-campus loading area.

**SCHOOL ACTIONS**

- 13. Volunteer/staff loading assistance.
- 14. Student Car-Pool/Walking program.
- 15. New on-campus loading zone.
- 17. Distribute traffic safety handouts.
- 18. Consider best use of parking lots.



City of Manhattan Beach  
Department of Community Development

**PACIFIC ELEMENTARY SCHOOL  
TRAFFIC SAFETY RECOMMENDATIONS**

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF REGULAR MEETING  
SEPTEMBER 28, 2006**

**1. Pacific Elementary School Area Study – Initial Recommendations**

Traffic Engineer Zandvliet presented staff's report and recommendations to implement the following initial mitigation measures at the Pacific Elementary School area.

1. Replace missing and non-standard traffic signs and street name signs.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17th Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14th Street at the John Street loading zone.
10. Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only.
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.
13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.
16. Prepare Suggested Routes to School map for distribution to parents.
17. Encourage the school to distribute traffic safety handouts regularly throughout the school year.

The Commission held discussion with Traffic Engineer Zandvliet regarding the designation of visitor/short term parking, the effective use of the School's internal parking lots, and the possible installation of something "physical" to prevent left turns from the Pacific School loading zone.

**DRAFT**

## **Audience Participation**

**John Kelly, 1400 Block of Pacific Avenue**, voiced his concern with the proposed enhancements/extensions to the loading zones. He stated that parking is limited and these zones plus the street sweeping will impact the availability of parking, adding that the School has parking lots available that are not being utilized.

**Mary Hornickel, 1400 Block of Pacific Avenue**, stated that parents need to be considerate of neighborhood residents when dropping off and picking up their children, and that carpooling, walking, etc. should be encouraged. She appreciates the efforts being made and looks forward to an improved condition.

Commissioner Seville-Jones asked for staff's input on the emails received regarding the cross walk at Manhattan Beach Boulevard/Pacific Avenue and the parking of RV's for extended periods.

Traffic Engineer Zandvliet relayed that staff did evaluate this crosswalk and believes the issue is driver impatience rather than visibility, which can be addressed through police enforcement.

Management Analyst Osborne explained that the City has an ordinance that prevents storage of vehicles and that violations need to be reported. He also stated that loading zones on John Street were extended several years ago and RVs tend to park toward the south end of John near Manhattan Beach Boulevard.

## **Discussion**

Commissioner Osterhout stated that although he believes these initial recommendations represent a good attempt, he questions if they really addresses the traffic flow on Pacific Avenue.

Traffic Engineer Zandvliet responded that a better managed flow of the loading zones will improve the traffic flow.

Commissioner Seville-Jones thanked those who have participated in this issue, noting the importance and benefit of their contribution. She stated that staff's recommendation represents a good plan; however, she agrees with Commissioner Osterhout that additional steps may be necessary. She requested that the School evaluate the use of the their internal parking lots to determine if they are being used effectively; that the Pacific Avenue loading zone only be extended two more parking lengths; that the creation of visitor parking spaces be considered; and that a Police enforcement operation be performed at the Manhattan Beach Boulevard/Pacific Avenue crosswalk.

Chairman Lang questioned if Pacific Avenue loading zones should be extended or even used at all, as these zones actually encourage and accentuate the traffic flow problem on Pacific Avenue. He voiced his support of the measure to create a new-on campus student loading area along the east side of the school buildings between 17<sup>th</sup> Street and 14<sup>th</sup> Street and consider the removal of the loading zones on Pacific Avenue.

**DRAFT**

Traffic Engineer Zandvliet stated that Commissioner Lang makes a good point as most students live north of the school, but noted that this measure is under the School District's purview.

Commissioner Seville-Jones voiced a safety concern that parents will still use Pacific Avenue to pick up and drop off their children even if there isn't a designated loading zone.

Chairman Lang also noted that a school bus picking up and dropping off children along 17<sup>th</sup> Street and Poinsettia Avenue contributes to the traffic.

### **Action**

A motion was MADE and SECONDED (Seville-Jones/Osterhout) to approve staff's initial (17) mitigation measures for the Pacific Elementary School Area with the following additions:

18. Request that the School District consider how it might best utilize and encourage use of their internal parking lots.
19. Direct staff to review the feasibility of creating a limited time parking zone on Pacific Avenues.
20. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area.

AYES: Osterhout, Seville-Jones, Chairman Lang  
NOES: None  
ABSENT: Donahue, Paralusz  
ABSTAIN: None

**DRAFT**



15

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

**TO:** Parking and Public Improvements Commission  
**FROM:** Richard Thompson, Director of Community Development *jlh*  
**BY:** Erik Zandvliet, Traffic Engineer *EO*  
**DATE:** September 28, 2006  
**SUBJECT: Pacific Elementary School Area Study  
Initial Recommendations**

**RECOMMENDATION:**

Staff recommends that the Commission recommend implementation of the following initial mitigation measures:

1. Replace missing and non-standard traffic signs and street name signs.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17<sup>th</sup> Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17<sup>th</sup> Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14<sup>th</sup> Street at the John Street loading zone.
10. Prohibit parking on the north side of 14<sup>th</sup> Street between John Street and Poinsettia Avenue on school days only.
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14<sup>th</sup> Street on the east and west legs.
13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17<sup>th</sup> Street and 14<sup>th</sup> Street in lieu of one or more on-street loading areas.
16. Prepare Suggested Routes to School map for distribution to parents.

17. Encourage the school to distribute traffic safety handouts regularly throughout the school year.

### **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 each school area. This report is an evaluation of traffic circulation and pedestrian safety surrounding Pacific Elementary School. It presents a list of initial recommendations to begin addressing school and resident concerns in the neighborhood surrounding the school from a traffic engineering perspective. The recommendations made by the PPIC will be forwarded to the City Council for their approval on a trial basis.

### **DISCUSSION:**

Pacific Elementary School is located on Pacific Avenue in the northwest quadrant of the city, just north of Manhattan Beach Boulevard. The school attendance boundary extends from Ardmore Avenue/Laurel Avenue on the west, Rosecrans Avenue to the north, Sepulveda Boulevard to the east, and Manhattan Beach Boulevard to the south. There are 601 students in Grades K through 5. School begins at 8:15am and 8:45am with two dismissals at approximately 2:05pm and 2:45pm. Kindergarten and minimum days have different schedules. There are 56 off-street parking spaces on campus and 18 diagonal spaces along Pacific Avenue.

Circulation around Pacific School is primarily via Pacific Avenue in front of the school, and John Street/14<sup>th</sup> Street at the back of the school. Kindergarten students also use small loading zones along 17<sup>th</sup> Street and 14<sup>th</sup> Street. Some 4<sup>th</sup> and 5<sup>th</sup> graders also enter and leave via a gate on Poinsettia Avenue across the ball field.

The local neighborhood streets surrounding Pacific Elementary School are built in a grid network and served by local collector streets such as Pacific Avenue and Poinsettia Avenue. Both of these streets are signalized at Manhattan Beach Boulevard. The streets surrounding the school are improved with curbs, gutters and sidewalks. Pacific Avenue north of 17<sup>th</sup> Street is narrower than the section in front of the school. Some traffic calming measures have been implemented in the area, including landscaped road narrowing at Pacific Avenue/14<sup>th</sup> Street. 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 Staff met with Dr. Christine Norvell, Principal of Pacific Elementary School and other school staff on August 1, 2006, to discuss school related traffic concerns. Additional comments have been gathered through a request for comments sent to residents living on the surrounding streets. The returned comments are attached to this report and have been incorporated into the evaluation. Notices of this meeting 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:

1. Need for Suggested Routes to School to show preferred pedestrian routes,
2. Long vehicle queue lines at student loading areas create congestion,
3. Parking violations adjacent to school,
4. Stop and speeding violations,
5. Shortage of public parking on Pacific Avenue,
6. Preferred parking for residents,
7. Move student loading on campus,
8. Crosswalks needed at Poinsettia / 14<sup>th</sup> Street.

In addition to the above concerns, 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:

1. Many existing school area signs and markings are outdated and/or missing.
2. Student loading occurs on all four sides of Pacific School, which helps distribute traffic flow, but makes increases exposure between cars and pedestrians.
3. Incorrect parking along Pacific Avenue and John Street/14<sup>th</sup> Street causes unnecessary congestion and decreases pedestrian safety.
4. Additional loading supervision would improve the efficiency and safety of both pedestrians and motorists, as well as reduce the overall impact on residential streets.
5. Recurrent speeding during school times was not evident on any surrounding streets.
6. Additional ridesharing efforts by both staff and students would help alleviate some congestion issues.
7. Vehicles on Pacific Avenue generally increase speed in the wider street segment adjacent to the school.

8. 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.
9. There is some confusion by unfamiliar drivers at the intersection of John Street and 14<sup>th</sup> Street caused by the student loading zone. Directional arrows and markings would help.
10. There is no current suggested routes to school plan for this school.
11. There appears to be sufficient parking for school staff in the school parking areas.
12. The number of designated visitor parking spaces in the school parking lot is insufficient and visitors often park in residential areas.
13. Double parking along the diagonal parking on Pacific Avenue often occurs during peak loading times.
14. There is short term parking demand for some school users, particularly for sign-in/sign-out and attendance for individual classes.
15. Parking and right-of-way violations are common and cause additional congestion.

### INITIAL RECOMMENDATIONS

The following is a list of initial recommendations intended to improve traffic and pedestrian safety around the Pacific School campus. 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 complement each other.

#### Initial City Recommendations

1. Replace missing traffic signs and street name signs.  
This action will reinforce driver compliance of the rules-of-the-road, as well as raise awareness of pedestrians and discourage speeding in the school area.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.  
This action will help reduce congestion by penalizing illegal speeding and parking practices such as blocking driveways, red curbs and double parking.
3. Paint school crosswalks and markings on an annual basis.  
This action will encourage compliance of pedestrian right-of-way rules and raise awareness of pedestrians in the school area.
4. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17<sup>th</sup> Street.  
This action will more closely match the actual student early dismissal times to prevent curb parking during loading activities.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.  
This action will make more efficient use of the southerly end of the school frontage along Pacific Avenue. There is an existing maintenance driveway that will be used for loading.

6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.  
This action will improve student safety by making it more obvious that the area behind the diagonal parking along Pacific Avenue is not a loading zone, and not intended for double parking. Currently, this area is currently incorrectly used as a drop-off zone, and students must walk between the diagonal spaces or along the backs of parked cars to reach the school grounds.
7. Enhance student loading zones on Pacific Avenue and 17th Street by painting a designated loading lane.  
This action will clearly designate areas for loading and parking, which will improve loading efficiency and reduce congestion. New markings and striping will help direct traffic through the loading zone.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.  
This action will reduce congestion and gridlock at the intersection of John Street and 14<sup>th</sup> Street by preventing merging of northbound and westbound drivers attempting to enter the loading zone vehicle queue. It will redirect the loading queue line in the westbound direction only on 14<sup>th</sup> Street instead of two competing lines. One travel lane will then be always available through the intersection for non-school traffic.
9. Add directional arrows for westbound 14th Street at the John Street loading zone.  
This action will clearly indicate the loading zone and bypass lanes for westbound 14<sup>th</sup> Street at John street.
10. Prohibit parking on the north side of 14th Street between John Street and Poinsettia Avenue on school days only.  
This action will provide needed street width to allow vehicles to pass in opposite directions when there is a student loading queue line in the westbound direction.
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.  
This action will reduce congestion on other streets surrounding the school by designating Poinsettia Avenue as the 4<sup>th</sup> and 5<sup>th</sup> Grade student loading zone.
12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14th Street on the east and west legs.  
This action will provide a pedestrian connection south and east of the school and improve pedestrian safety at this intersection.
13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.

This action will reduce the vehicle queue length, make loading operations more orderly and increase student safety on-campus. Congestion on city streets will also be reduced. Additional volunteers can call students names when parents are approaching the loading zone, and assist students entering/exiting their vehicles to speed up the loading process. Drivers should not be allowed to wait in line if their student is not immediately present, and should be directed to recirculate to the end of the loading queue line.

14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.

This action will help reduce the number of vehicles near the school during drop-off/pick-up times. It will also reduce the time that drivers spent in the loading zone line.

15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17th Street and 14th Street in lieu of one or more on-street loading areas.

This action will significantly improve circulation and student safety by providing an extended off-street loading zone, thereby reducing street congestion and vehicle-pedestrian interaction. Access could be provided via existing gates, with cones positioned to direct traffic. The existing loading zone(s) on Pacific Avenue and/or 14<sup>th</sup> Street could then be converted to additional curb parking for residents and school visitors.

16. Prepare Suggested Routes to School map for distribution to parents.

This action will help educate parents and students of the preferred routes when walking or biking to school. It can be used to encourage more walking to school, thereby reducing traffic congestion on streets surrounding the school.

17. Encourage the school to distribute traffic safety handouts regularly throughout the school year.

This action will remind school staff, students, parents and other users to follow the recommended driving, walking and parking practices in order to reduce potential residential impacts.

By way of mailed notices, the residents and affected parties surrounding the two school campuses have been invited to the PPIC meeting. Pacific School has also been encouraged to distribute the meeting notice to all school parents.

### **RECOMMENDATION:**

It is recommended that the Commission conduct a public hearing and consider the above initial recommendations for the area surrounding the Pacific School campus.

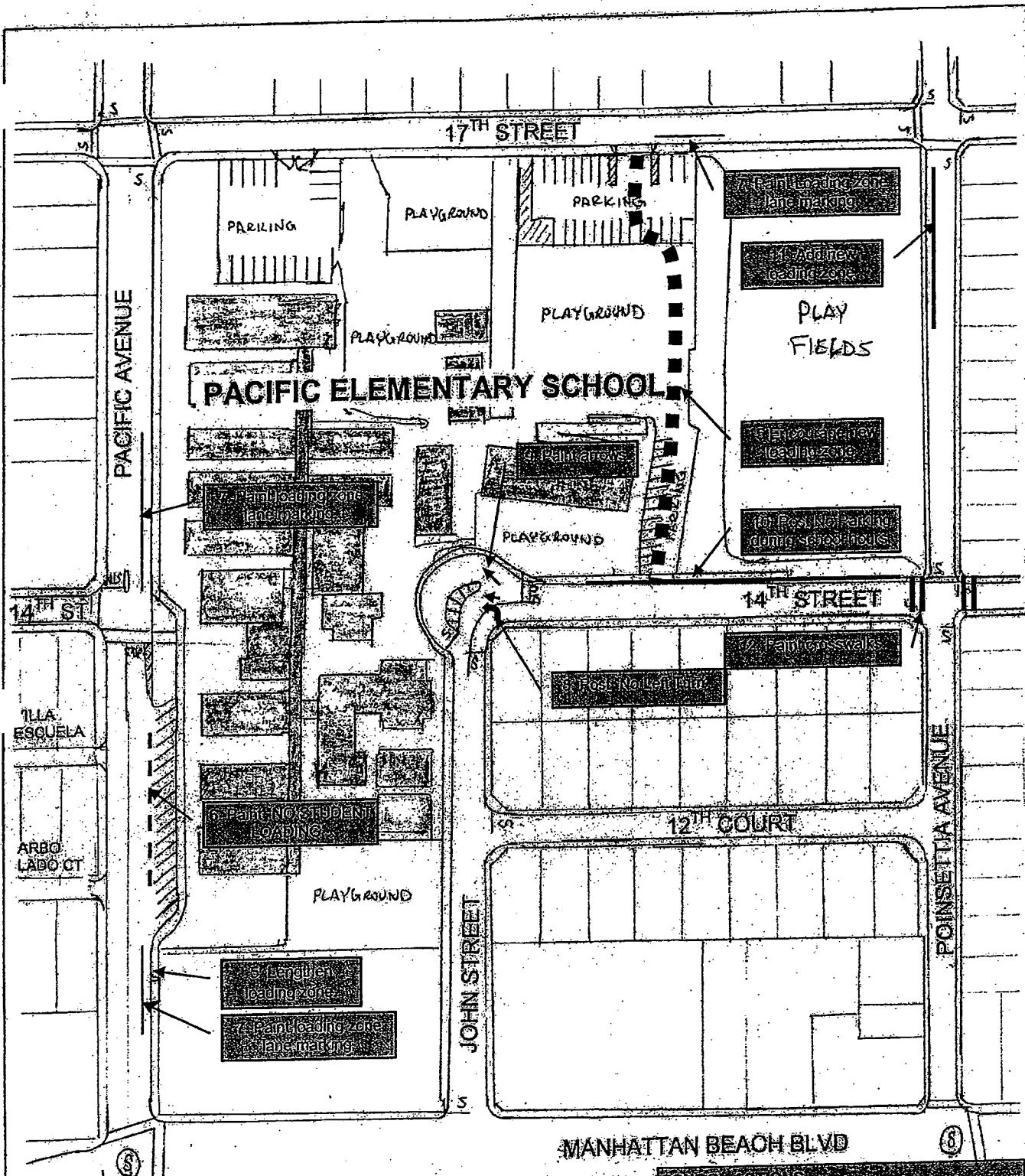
### **ATTACHMENTS:**

- Neighborhood Vicinity Aerial Map
- Proposed School Area Improvements Sketch

Correspondence  
Meeting Notice, 9/14/06







**GENERAL RECOMMENDATIONS**

- 1. Repaint school signs
- 2. Regular maintenance enforcement
- 3. Paint school crosswalks annually
- 4. Grant school loading zone status
- 5. Prepare student routes map

**SCHOOL ACTIONS**

- 1. Vehicle/stall loading assistance
- 2. Student Car-Car Walk to school
- 3. New on-campus loading zone
- 4. Distribute traffic safety materials



City of Manhattan Beach  
Department of Community Development

**PACIFIC ELEMENTARY SCHOOL  
TRAFFIC SAFETY RECOMMENDATIONS**

3/12/02

## Rob Osborne

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**From:** EXT-Affleck, Andre [andre.affleck@boeing.com]  
**Sent:** Thursday, August 17, 2006 12:35 PM  
**To:** Rob Osborne  
**Cc:** affleck@pixilight.com  
**Subject:** Pacific School traffic and parking study

Dear Rob,

I am responding to your letter issued to surrounding Manhattan Beach residence regarding your traffic and parking study of Pacific School. My family and I reside at 836 12th Court located on the east side of Pacific School. My daughter attends Pacific School and we regularly walk her to school due to the close proximity to the east entrance.

I am writing you because I have several concerns regarding the number of motor homes and RVs that are consistently parked adjacent to the school, specifically along John Street. I have two main concerns:

1) During the school season, these RVs are numerous and take up a large amount of badly needed street parking for parents who are taking their children to school. This street parking is also shared with customers and patients of the medical building on the corner of John St. and Manhattan Beach Blvd, compounding the problem. With the lack of street parking due to these RVs which are parked there for weeks on end, parents are forced to drive up and down the street looking and waiting for available street parking. This added congestion is not just an inconvenience, but a safety concern for those children crossing John Street to go to school. Restricting parking for Recreational Vehicles along all adjacent school streets would greatly improve this situation. I have attached some photograph that I took during past school seasons that illustrate my point.

2) Allowing motor homes and RVs to park adjacent to schools or any place where children frequent poses a risk to our children. I have personally witnessed people living in these motor homes on occasion, which normally go unnoticed. I feel very uncomfortable knowing that anyone could be staying in these vehicles, potentially observing the children during the school day. In this day and age of child abductions, it is irresponsible, in my opinion, to let these vehicles park adjacent to school grounds.

In conclusion, those who own these large expensive RVs who live in Manhattan Beach can surely afford to store their vehicles in the appropriate storage lots and not leave their unsightly vehicles in our streets. Posting signs for no overnight recreational vehicle parking would solve this problem.

I sincerely appreciate this opportunity to express our concerns to you in hopes it will help improve parking and the safety of our children.

**Andre Affleck**

836 12th Court  
Manhattan Beach, CA 90266  
(310) 802-1333

08/21/2006

## Rob Osborne

---

**From:** Bob Petrusky [bobpetrusky@pacifclanai.com]  
**t:** Friday, August 18, 2006 4:47 AM  
**To:** Rob Osborne  
**Subject:** Pacific School Traffic and Parking Study

Good Morning Rob,

I am a very interested party in what has played out with Dr. Norville's school. I own the apartment building to the west of the school. Pacific Lanai Apartments.

I attended the parking commission and city council meetings when they petitioned the city to add the angled parking. The city council approved 13 spaces per their request. To my disbelief, the city gave them 15 spaces, and added a white loading zone. The white loading zone was not in the presentation to the city council. The white loading zone took away two parking spaces which my tenants have used since 1965 when the apartment building was built.

I have seven, two bedroom apartments, and thereby have seven cars parked on the street overnight. My tenants deal with the street sweeping restrictions of Thursday for the east side of Pacific Ave., and Friday restrictions for the west side. Also, the crossing guard has one green zone space at the corner, which also takes away from the original 150 plus feet before the parking modification. The double gate for playground access (lawnmower) was moved south, encroaching on the space my tenants used for parking too. Currently, my tenants park on both sides of the Pacific Ave using seven spaces. That doesn't address any parking for guests or visitors, or for people doing business at my apartments.

I get complaints from my tenants when parents double and triple park when they drop off their kids at the school. It is very dangerous to see kids cross the street between "parked" cars which are two and three wide from the curb.

Sincerely,

Bob Petrusky, Owner  
Pacific Lanai Apts.  
777 Manhattan Beach Blvd  
310 545 2776

08/21/2006

Susan E. Fellows  
Doctor of Criminology  
844 14<sup>th</sup> St.  
Manhattan Beach CA 90266  
310-545-1153

August 17, 2006

Rob Osborne, Mgt. Analyst  
Community Dev. Dept.  
&  
Parking & Public Improvements

This is in response to the opportunity to identify concerns and make suggestions about school-related traffic and parking around Pacific School. Thank you for the opportunity.

We have lived here for 3 years. Had I known how difficult the traffic would be, I probably wouldn't do it again. We lived around the corner on 12<sup>th</sup> Court for the 17 years prior to moving here in 2003 during the summer.

#### CONCERNS

1. **Speed.** Folks loading and unloading children at the top third of 14<sup>th</sup> Street are unconscious of their speed – especially in the morning. After pick-up, speeding is also a problem. We witnessed one of the school employees nearly get hit recently by someone speeding down the hill. He had to jump into our driveway to avoid it.

2. **Noise.** At both the AM drop-off and PM pick-up times (and sometimes noon depending on grade and schedule) the noise is horrendous. It comes from several different areas: Idling SUV engines in the street, radios, yelling at others on the street, and the most irritating – horn blowing. There are two types: intentional horn blowing at fellow drivers and the remote car-lock horn blowing that occurs when the parents and employees lock their cars after parking on both sides of 14<sup>th</sup> Street in front of our houses.

My husband and I usually work late – I teach at a university sometimes til 10 PM and so need rest in the morning. The traffic and horns and yelling are problems for us that diminish the quality of life in Manhattan Beach.

3. **Illegal left turns.** The law is routinely broken when people turn left out of the turn around at the top of 14<sup>th</sup> (also the end of John St.) There is a clearly marked

No-Left-Turn sign and it is not honored. I've counted as many as fifty people who have violated that sign and committed a moving violation in one day.

Once, when I was stopped at the stop sign on John and about to turn right onto 14<sup>th</sup>, an SUV came very close to hitting me while breaking the law to turn left. The SUV had to stop, back-up and try again to make the illegal left turn.

I spoke to the school personnel after that.

**Parking.** Three times in the first year we lived here, a mom blocked my driveway – twice when it was crucial that be able to get to work. We tried a series of means to keep it from happening: calling the parking patrol, leaving notes, waiting and complaining, putting out orange cones – which were stolen – and nothing worked. I imagine everyone on this block has been blocked in or out of their driveway at one time or another.

### SUGGESTIONS

**Parking:** I suggest that no one but residents be allowed to park on 14<sup>th</sup> Street between the school's driveway (just west of center field off 14<sup>th</sup>) and the top of the street at John and the turn around by the school, during school hours. Or at least that no one but residents be allowed to park on the south side of the street – where our homes are.

This could possibly solve a couple problems: getting blocked from our own driveways and the double parking that clogs the street during the extremely busy drop-off and pick-up times. The waiting cars and SUVs would be inching up the parking lane instead of the middle of the street.

**Traffic:** A better idea might be to develop a drop-off and pick-up site ON THE SCHOOL GROUNDS, perhaps through the driveway off 14<sup>th</sup> and over by the playground – make it one way in or out of 14<sup>th</sup> and 17<sup>th</sup> since the asphalt goes all the way through.

I know it's radical but perhaps the parking could happen at the bottom of the hill and parents would have to ACTUALLY WALK their children up the hill and down again. That's what I did for years when we lived on Elm. And we would have no parking or traffic on this part of 14<sup>th</sup> at all. (I'm dreaming now)

Certainly, enforcement – issuing moving violations - of the already posted signs and speed limits might mitigate the issue.

I know we/you can't legislate common courtesy or sense, but thanks for asking about this. My address and phone are at the top of this letter.

Susan Fellows

## Rob Osborne

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**From:** Lee Anne Mitchel [mitchelfamily0@msn.com]

**Sent:** Wednesday, August 16, 2006 9:38 AM

**To:** Rob Osborne

**Subject:** Pacific School Traffic Study

Mr. Osborne - I received your notice of the study and had a comment. We live on Poinsettia across from the field. My concern has been that there are no crosswalks at 14th and Poinsettia. There are lots of kids riding and walking across those streets and it is not very safe. Cars do slow - sometimes- but it seems to me that there should be crosswalks to at least help the drivers be aware that there may be walkers.

Thanks, Lee Anne Mitchel

08/16/2006

## Rob Osborne

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**From:** Melinda Chelliah [mailto:melinda@chelliah.us]  
**Sent:** Monday, August 07, 2006 10:30 AM  
**To:** Rob Osborne  
**Subject:** RE: Traffic study around Pacific School

Rob,

Thanks for the response. My three big concerns are:

1. double parking on Pacific especially during drop off and late bird pick up time
2. Parking in and in front of resident driveways
3. no full stopping at stop signs

Thanks for your attention to the matter. I would like to be made aware of public meetings and presentations on this issue so that I could attend.

Melinda

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**From:** Rob Osborne [mailto:rosborne@citymb.info]  
**Sent:** Monday, August 07, 2006 8:22 AM  
**To:** Melinda Chelliah  
**Subject:** RE: Traffic study around Pacific School

Melinda,

We met with school representatives last week to hear their concerns and suggestions. They are mainly concerned with congestion in the loading areas during pick-up and drop-off times. We will evaluate the issues they raised along with any others suggested by residents. School starts at the end of the month so we'll do some monitoring after the kids are back and present our findings at a public hearing toward the end of September.

We'd love to hear your thoughts.

Rob

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

**From:** Melinda Chelliah [mailto:melinda@chelliah.us]  
**Sent:** Saturday, August 05, 2006 3:50 PM  
**To:** Rob Osborne  
**Subject:** Traffic study around Pacific School

Thank you for sending a letter to us letting us know of the traffic study re: areas around Pacific School. I would like to request information as to how and when the study of traffic and parking around Pacific School has been conducted. I would also like to provide personal input. You can reach me on my cell at 310 850 7523. Thank you.

Regards,  
*Melinda Chelliah*

*1501 Pacific Ave, MB*

08/07/2006

## Rob Osborne

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**From:** Marc Missioreck [marc.missioreck@verizon.net]  
**Sent:** Friday, August 04, 2006 4:51 PM  
**To:** Rob Osborne  
**Subject:** Re: pedestrian concern at MBB and Pacific

Thanks Rob. Let me know what you learn. Marc

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

**From:** Rob Osborne  
**To:** Marc Missioreck  
**Sent:** Friday, August 04, 2006 3:18 PM  
**Subject:** RE: pedestrian concern at MBB and Pacific

Marc,

We just kicked off a study of traffic and parking conditions around Pacific School. I'll include the Pacific/MBB intersection on the list of areas of to be monitored and evaluated.

Rob

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

**From:** Marc Missioreck [mailto:marc.missioreck@verizon.net]  
**Sent:** Sunday, July 09, 2006 7:07 PM  
**To:** Rob Osborne  
**Subject:** Re: pedestrian concern at MBB and Pacific

Hi Rob,

Don't mean to pester you on this but it happened to my wife again this morning and to the 2 of us just now.

At 7:00 pm on a Sunday evening with no other cars in any of the other 3 sides of the intersection, a guy driving a large SUV was talking to his wife and didn't even look to see us in the cross walk.

It's as if people are so used to having to wait to make the turn that they jump at the opportunity to do so, even if pedestrians are crossing. Amazing!

I don't know that you can install a left turn arrow from Pacific onto MB Blvd., but I can't help but think that one day you're going to be investigating a tragedy here.

Again, not trying to be an alarmist, just reporting something dangerous that we keep experiencing personally in an effort to prevent an accident.

Regards,  
Marc

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

**From:** Rob Osborne  
**To:** Marc Missioreck  
**Sent:** Tuesday, June 20, 2006 4:52 PM  
**Subject:** FW: pedestrian concern at MBB and Pacific

Marc,

Here are our Traffic Engineer's thoughts on the intersection. We just don't see anything wrong from an engineer's standpoint. There's not much we can do about people not driving properly. I can ask the Police Department to keep an eye on it and issue citations to violators, but that's about all I can think of.

08/07/2006



Rob

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

**From:** Erik Zandvliet

**Sent:** Tuesday, June 20, 2006 3:51 PM

**To:** Rob Osborne

**Subject:** pedestrian concern at MBB and Pacific

Rob, after watching this intersection, I am not aware of any deficiencies. The view of pedestrians is very clear for traffic on Pacific, and the crosswalks are well marked in yellow. This may be one of those instances where impatient drivers are not courteous to pedestrians legally in the crosswalk and no amount of engineering will fix that. We could paint high visibility crosswalks (ladder style) but I doubt it would change driver habits, since the crosswalk and signal operation are already obvious.

Erik

08/07/2006

**Rob Osborne**

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**From:** Shawn Bjorklund [sbjorklund\_90266@yahoo.com]  
**Sent:** Tuesday, August 15, 2006 10:55 AM  
**To:** Rob Osborne  
**Subject:** Traffic around Pacific School

We live across from Pacific School on Poinsettia, and my only comment is that people really speed on Poinsettia next to Pacific School. This is true even during school hours.

Parking seems to be a problem during the adult soccer games (weekends and evenings) only.

Take care,

Shawn Bjorklund, Esq.  
(310) 600-5276

*A Diary to My Daughter Isabella*

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Do you Yahoo!?  
Get on board. You're invited to try the new Yahoo! Mail Beta.

08/15/2006

August 15, 2006

Rob Osborne  
Management Analyst  
Community Development Program  
City of Manhattan Beach  
1400 Highland Ave.  
Manhattan Beach, Ca 90266

RE: Comment on Traffic Situation at Pacific School

Dear Mr. Osborne,

Thank you for the opportunity to comment on the traffic situation at Pacific School. In brief, it is a first class mess. My wife and I have lived across from the school since 1977 and in the past few years have seen a steadily worsening traffic jam in the mornings and afternoons around 3 PM, complicated and exacerbated by the aggressive driving of many of the parents involved. I might also add that this situation has worsened in the face of a noticeable absence of police traffic presence.

Apart from the increased traffic at the school, the principal problem is the dropping off and picking up of students. I believe this is primarily a School Board problem. The school should have on campus drop-off and pickup space **on campus, not on public streets**. There is ample space on the campus, provided it is properly configured. Currently there are about 61 on campus designated parking spots. If you add the 17 front-in parking spaces on Pacific Ave., you have about 77 parking spaces dedicated to school use. During the school year, many of those 17 front-end spaces are designated for school staff. At an earlier hearing for the front-in parking, the school's principal indicated that there were over 150 people working on daily basis at the school, not to mention the Child Development Center. When you add visiting parents, you have a serious parking deficit.

Issue 1: Front-end parking between 14<sup>th</sup> and 17<sup>th</sup> Streets.

I believe that front-end parking between 14<sup>th</sup> and 17<sup>th</sup> may seem desirable but is actually a side issue. First, there is space on campus for considerably more parking at less expense to the City. Second, sidewalks would have to be replaced on terrain that is hilly, which would make a simple task into a complicated one. And finally, from a safety perspective, it would be a disaster, particularly in the afternoon. Can you imagine high-powered, aggressive parents backing into traffic, trying to manage a car full of kids past SUVs and vans that block their vision, most often with one hand on a phone and another on the wheel? And no visible policeman to slow the traffic? And what happens when they want to make a U-turn as many of them do? Good Luck.

## Issue 2: Off Street parking and student drop-off and pickup

I would propose that the School Board should --must-- provide full off street drop-off and pickup on campus as does American Martyrs School. This would require drive through areas, some of which are readily available at little cost and some that might require roadwork. The enclosed map shows the most logical solution: a passthrough from 17<sup>th</sup> St. through to 14<sup>th</sup>. There is presently a parking lot off 17<sup>th</sup> abutted by a very large play area that is seldom used. The parking lot fence could be removed and the entire area made accessible. That area should be a drop-off area in the morning, a parking area for over 70 cars during the day, and a pickup area in the afternoon. Costs would be minimal. On Pacific, a passthrough between the Freud and Ghandi class buildings (currently a grass strip) would enable parents to access the dropoff area proposed above.

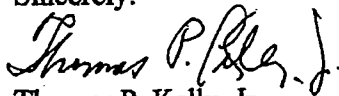
Another Playground on the south side of campus next to the current soccer field could also be used for dropoff and pickup. In this case, an access road would have to be built from Pacific Ave. along the edge of the field to the playground where drivers can be directed to drop students off or pick them up. They could then exit onto John or 14<sup>th</sup> St. Or the flow could come from 14<sup>th</sup>/John St. through to Pacific. Who should or can turn left across traffic I would leave to the Traffic Engineers, but all of this seems eminently doable from a cost standpoint. Traffic lines and flow can be painted on the current playground surfaces and the School should be charged to train parents in the proper safety procedures. Please keep in mind that the Child Development Center needs to be considered in all of these proceedings.

## Issue 3: Drop-off and Pickup on the West side of Pacific between 14<sup>th</sup> and 17<sup>th</sup>.

This area should be limited to residential parking only, permit if necessary, to discourage those parents who cross their children through traffic in mid-block, often left to do it by themselves.

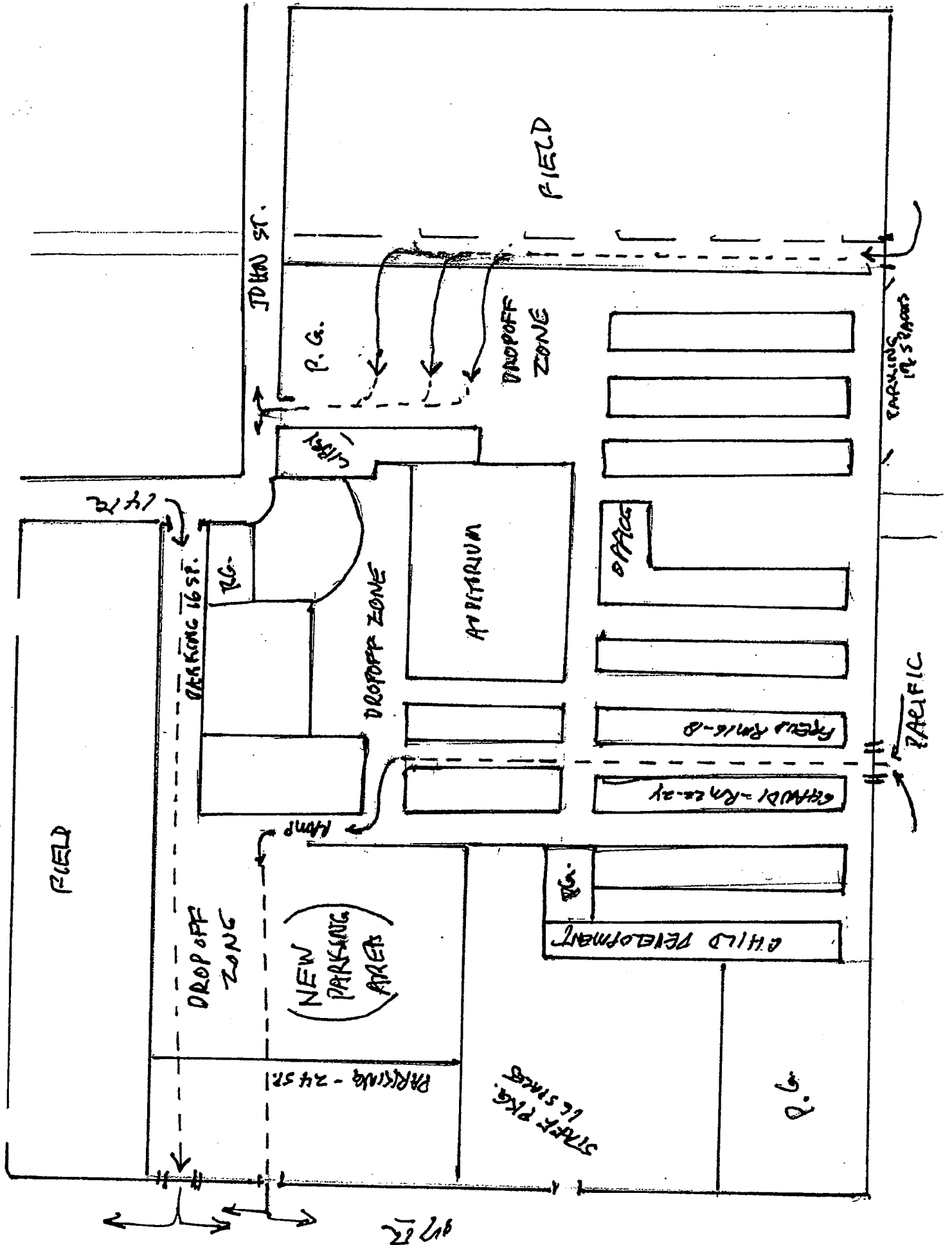
I hope all this is helpful. Please let me know if you have any questions or would like a guided tour of the problem. And thanks for your help.

Sincerely,



Thomas P. Kelly, Jr.  
1411 Pacific Ave.  
Manhattan Beach, CA. 90266

POINSETTA



JANZE MCCOUGAL - OERM

- SPEEDING ON E-BOUND MBB

- RAP UTS FOR JOHN TO MBB  
E/B



City Hall

1400 Highland Avenue

Manhattan Beach, CA 90266-4795

Telephone (310) 802-5000

FAX (310) 802-5001

September 14, 2006

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

Re: Pacific School Traffic Study

Dear Resident/Property Owner:

The Manhattan Beach City Council has directed City staff to conduct a study of traffic and parking conditions in the areas surrounding Pacific Elementary School. The City's Traffic Engineer has completed an analysis and will present findings and recommendations to the Parking and Public Improvements Commission at a public meeting on Thursday, September 28, 2006.

The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Interested parties are encouraged to attend the meeting and provide input.

If you have any questions or would like any additional information, please call 802-5540 or E-mail [rosborne@citymb.info](mailto:rosborne@citymb.info)

Sincerely,

Rob Osborne  
Management Analyst  
Community Development Department

Fire Department Address: 400 15<sup>th</sup> Street, Manhattan Beach, CA 90266 FAX (310) 802-5201

Police Department Address: 420 15<sup>th</sup> Street, Manhattan Beach, CA 90266 FAX (310) 802-5101

Public Works Department Address: 3621 Bell Avenue, Manhattan Beach, CA 90266 FAX (310) 802-5301



City Hall

1400 Highland Avenue

Manhattan Beach, CA 90266-4795

Telephone (310) 802-5000

FAX (310) 802-5001

15

October 24, 2006

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

Re: Pacific School Traffic Study

Dear Owner/Resident:

On September 28, 2006, the Parking and Public Improvements Commission reviewed an analysis of traffic and parking conditions in the areas surrounding Pacific Elementary School. The Commission voted to recommend the following plan of mitigation measures:

1. Replace missing and non-standard traffic signs and street name signs.
2. Concentrate traffic and parking enforcement around the school campus on a regular basis.
3. Paint school crosswalks and markings on an annual basis.
4. Change afternoon student loading zone hours from 2-3:15pm to 1-3:15pm on all loading zones except 17<sup>th</sup> Street.
5. Lengthen existing student loading zone on the east side of Pacific Avenue south of the diagonal parking area.
6. Paint "NO STUDENT LOADING" markings along the diagonal parking on the east side of Pacific Avenue.
7. Enhance student loading zones on Pacific Avenue and 17<sup>th</sup> Street by painting a designated loading lane.
8. Post signs to prohibit left turns into the Pacific School loading zone from John Street into the loading bay turnout.
9. Add directional arrows for westbound 14<sup>th</sup> Street at the John Street loading zone.
10. Prohibit parking on the north side of 14<sup>th</sup> Street between John Street and Poinsettia Avenue on school days only.
11. Add a new student loading area on the west side of Poinsettia Avenue adjacent to the ball field by painting white curb and installing signs.
12. Paint new school crosswalks at the stopped intersection of Poinsettia Avenue and 14<sup>th</sup> Street on the east and west legs.
13. Encourage the school to provide a formal program to enlist volunteer and/or staff supervision to assist student loading/unloading at main loading zones.
14. Encourage the school to implement a formal student car-pool and walking incentive program for both parents and students.
15. Encourage the school to create a new on-campus student loading area along the east side of the school buildings between 17<sup>th</sup> Street and 14<sup>th</sup> Street in lieu of one or more on-street loading areas.

Fire Department Address: 400 15<sup>th</sup> Street, Manhattan Beach, CA 90266 FAX (310) 802-5201

Police Department Address: 420 15<sup>th</sup> Street, Manhattan Beach, CA 90266 FAX (310) 802-5101

Public Works Department Address: 3621 Bell Avenue, Manhattan Beach, CA 90266 FAX (310) 802-5301



16. Prepare Suggested Routes to School map for distribution to parents.
17. Encourage the school to distribute traffic safety handouts regularly throughout the school year.
18. Request that the School District consider how it might best utilize and encourage use of their internal parking lots.
19. Direct staff to review the feasibility of creating limited time parking spaces in the Pacific Avenue loading zone for visitors.
20. Direct staff to study the impact of removing the Pacific Avenue and other loading zones and direct all loading traffic to a new on-campus student loading area.

The City Council will review these recommendations at a public meeting on Wednesday, November 8, 2006. The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Any comments you might like to make at the meeting would be welcomed.

This issue will be on the portion of the agenda known as the "Consent Calendar", meaning that it will not automatically be discussed. If it is not requested to be discussed by either a member of the audience, a City staff person or a Councilmember, the recommended action will be approved without discussion. At a point at the beginning of the meeting the Mayor will ask the audience if they would like any items to be removed from the Consent Calendar. If you do not agree with the recommended action for this item, be sure to request that it be removed at that time. It will then be discussed during the portion of the agenda entitled "Items Removed from the Consent Calendar", toward the end of the meeting.

If you have any questions or would like any additional information, please call (310) 802-5540 or E-mail [rosborne@citymb.info](mailto:rosborne@citymb.info)

Sincerely,



Rob Osborne  
Management Analyst  
Community Development Department



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

February 21, 2007

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

Re: Pacific School Traffic and Parking Study

Dear Resident/Property Owner:

The Manhattan Beach City Council has directed City staff to conduct an evaluation of traffic and parking conditions in the areas surrounding Pacific Elementary School. The City's Traffic Engineer has conducted an analysis and recommended a plan of mitigation measures. The proposed plan was reviewed at a public workshop held at the school on January 30, 2007. The Traffic Engineer will now present a revised mitigation plan to the City Council at a public meeting on Wednesday, March 7, 2007.

The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Interested parties are encouraged to attend the meeting and provide input.

For additional information, please call (310) 802-5540 or E-mail [rosborne@citymb.info](mailto:rosborne@citymb.info)

Sincerely,

Rob Osborne  
Management Analyst  
Community Development Department



**EXHIBIT**  
**D**

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

July 9, 2008

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

Re: Pacific Elementary School Follow up Traffic and Parking Study

Dear Property Owner/Resident:

The Manhattan Beach City Council has directed City staff to conduct a follow up study of traffic and parking conditions in the area surrounding Pacific Elementary School. The City's Traffic Engineer has completed an analysis and will present findings and recommendations to the Parking and Public Improvements Commission at a public meeting on July 24, 2008.

The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m. Interested parties are encouraged to attend the meeting and provide comments.

If you have any questions or would like any additional information, please call (310) 802-5540 or email [astevenson@citymb.info](mailto:astevenson@citymb.info).

Sincerely,

Ana Stevenson  
Management Analyst  
Community Development Department