



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

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development 

BY: Erik Zandvliet, Traffic Engineer 

DATE: December 4, 2008

SUBJECT: Evaluate Trial Installation of Stop Signs, Loading Zone and Crosswalk:
Peck Avenue at Curtis Avenue

RECOMMENDATION:

That the Commission pass a motion to approve staff's recommendation to maintain the existing measures at the intersection of Peck Avenue and Curtis Avenue in place at this time, with the exception that the stop signs be removed on Peck Avenue in the northbound and southbound directions at Curtis Avenue.

BACKGROUND:

In January 2007, the City received a petition from the Montessori School of Manhattan Beach for stop signs in all directions at the intersection of Peck Avenue and Curtis Avenue. The school stated that there was heavy traffic and speeding on Peck Avenue at school arrival and dismissal times while students are trying to cross the street. At that time, the adjacent Community Church of Manhattan Beach, who rents a portion of their property to the Montessori School, was beginning an expansion project that affected both school parking and access during construction. The school was concurrently pursuing its own expansion to add classrooms and a gated playground area to replace the school parking lot.

On April 25, 2007, the Parking and Public Improvements Commission reviewed the Traffic Engineer's report and heard testimony from three (3) school representatives and three (3) residents. All of the speakers agreed that pedestrian crossing safety is a concern at this location and supported a painted crosswalk, however most of the residents were opposed to stop signs. There were no objections made regarding the additional 24-Minute parking zone. The Commission agreed with the Traffic Engineer's findings and voted unanimously with the staff recommendation, with a modification of the 24-Minute afternoon parking restriction to "2 to 3:30pm".

On May 15, 2007, the City Council reviewed the PPIC's recommendation and heard testimony from six (6) speakers. After discussion, the City Council voted 4-1 to approve the following measures for a 6-month trial period:

1. Install a school crosswalk with high visibility markings and signs on the south leg of Peck Avenue at Curtis Avenue

2. Post “24-Minute Parking 8:30-9:30am, 2:30-3:30pm, School Days Only” parking restrictions on the west side of Peck Avenue adjacent to the Manhattan Beach Community Church property,
3. Install stop signs on Peck Avenue at the intersection of Curtis Avenue, and
4. Assign a crossing guard to the crosswalk at Peck Avenue and Curtis Avenue to be provided by the Montessori School and trained by the Police Department.

On June 5, 2007, the City Council passed Resolution No. 6102, establishing stop signs in all directions at Peck Avenue and Curtis Avenue. All of the signs and markings have been in place for at least one year. This report is a follow-up review of the approved measures to determine if any changes should be made.

DISCUSSION:

Peck Avenue is a two-lane major local street that carries approximately 4,200 vehicles per day and is stopped one block north at Gates Street and three blocks south at Nelson Street. Peck Avenue has a slight vertical curve that crests at Gates Street. Peck Avenue is 42 feet wide and is divided by a double yellow centerline that provides 12 feet wide travel lanes and 9 feet wide curb parking lanes. The speed limit on Peck Avenue is 25 MPH. Manhattan Beach Unified School District Offices, Mira Costa High School and the Montessori private school are located along Peck Avenue south of the intersection. Pennekamp Elementary School is located north of the subject area north of Gates Street. Parking is allowed on the both sides of Peck Avenue with 24-minute parking restrictions on the west side adjacent to the Montessori School for student loading purposes.

Curtis Avenue is a local street that “tees” into Peck Avenue at a stop sign. Curtis Avenue is 30 feet wide and carries approximately 500 vehicles per day. Parking is allowed on both sides of Curtis Avenue. The speed limit on Curtis Avenue is 25 MPH.

The intersection of Peck Avenue and Curtis Avenue is located in a residential area with Manhattan Beach Community Church located on the west side. Currently, this intersection is controlled by stop signs in all directions. A yellow marked crosswalk is painted on the south leg.

There are existing painted school crosswalks on Peck Avenue at 1st Street, Gates Avenue, Curtis Avenue, Voorhees Avenue and Nelson Avenue. The area has high pedestrian activity during school arrival and dismissal times due to the proximity of the three schools. The Montessori school requires parents to sign in/out their children, which increases the need for short-term parking near the school entrance. The School, which has a staff of 30, currently uses the adjacent church parking lot just to the north for its parking needs. The front church lot is generally reserved for drop-of and pick-up on weekdays, while school staff are directed to park in the rear church lot.

During Church expansion construction in 2007, the rear parking lot was not available to school staff, which resulted in overflow parking on the street or in the School District parking lot to the west pursuant to a non-exclusive agreement.

Follow-Up Evaluation

The traffic collision history between July 1, 2001 and March 31, 2008 was analyzed for the intersection. According to City records, there have been no collisions reported near the intersection either before or after the installation of these trial measures.

The Montessori School has two main campus access points, one via the front door on Peck Avenue, and a student gate on the north side of the campus adjacent to the north Church lot. The school provides a turn-around loading area in the front church parking lot, which most parents use for pick-up/drop-off. An informal parking survey taken midday indicates that the front parking lot have very low demand, while the rear parking lot is about 2/3 full. This confirms that the Montessori school is optimally using both lots. The parking survey also found that midday parking demand along Curtis Avenue has substantially decreased, indicating less staff parking on City streets.



Front Church Parking Lot Looking Southeast on 11-18-08 at 2pm

Field observations were made along Peck Avenue during peak student arrival and dismissal periods. In general, traffic conditions are significantly improved when compared to the construction period. No significant increase in traffic volume has been observed on Curtis Avenue as the result of the stop signs. There is less congestion and street parking along Peck Avenue, and school administrators consistently reinforce the student loading zone operation with their parents. The existing 24-minute parking restrictions on the west side of Peck Avenue should remain in place to provide a supplemental short-term parking zone for parents to sign in-and-out their pre-school age students and to prevent school staff and others from occupying the parking closest to the school office.

The existing crosswalk is primarily used by Montessori School on weekdays and by churchgoers on Sundays. The number of crossing students has decreased significantly after re-opening of the Church parking lots for use by the Montessori School. Crossing students are typically accompanied by an adult walking to and from a parked car on the east side of Peck Avenue and/or Curtis Avenue. The marked crosswalk at Curtis Avenue encourages those students/guardians to cross at a central location. The crossing guard provides additional traffic control guidance for students and parents during drop-off and pick-up times.



Peck Avenue at Curtis Avenue Looking North

Driver compliance with the new stop sign is good when the crossing guard is present, but a significant percentage of drivers violate the stop sign, particularly in the southbound direction during non-peak hours. This is primarily because driver awareness of the intersection is less obvious due to the “tee” type intersection and apparent mid-block stop bar location adjacent to parked cars. Staff is concerned that drivers on Curtis Avenue may not realize the violation rate, and wrongly assume that drivers on Peck Avenue will stop and wait for them. While it is easier for drivers on Curtis Avenue to enter Peck Avenue at the stop sign during peak school hours, there is no noticeable difference during other times of the day.

A re-evaluation of the Statewide stop sign warrants continues to conclude that stop signs are not warranted on Peck Avenue. While a number of pedestrians cross at the intersection, the impacted time is a very small percentage of the entire day. Therefore, motorists approaching a stop sign placed on Peck Avenue after school hours have a tendency violate the stop sign because there is rarely a vehicle stopped on Curtis Avenue, the side street. Also, there is an increased potential for rear-end collisions particularly in the southbound direction where drivers may hit a stopped car at a location where there is no perceived reason to stop.

The northbound stop sign often causes a line of cars waiting at the intersection which blocks access to and from the Church parking lot. This, in turn, impacts the off-street student loading

operation. Corner sight visibility is sufficient if vehicles are not parked right at the corner, so stop signs are not necessary for visibility reasons. There is also concern that additional delay on Peck Avenue will encourage some drivers to use other parallel residential streets such as Herrin Avenue and Redondo Avenue instead of Peck Avenue.

Public Notice

In addition to the Montessori School administrators, residents and property owners in the vicinity of the Peck/Curtis intersection were notified of this follow-up evaluation and were invited to give input to the Commission. Staff received comments from two residents at the writing of this report.

CONCLUSION:

Based on the observations, it appears that the crosswalk and crossing guard provide specific benefits during peak school times. Conversely, the observed benefits of the stop signs appear to be limited to school times when the school crossing guard is present, and actually interfere with smooth traffic flow during other times of the day. Therefore, it is recommended that the existing measures at the intersection of Peck Avenue and Curtis Avenue remain in place at this time, with the exception that the stop signs be removed on Peck Avenue in the northbound and southbound directions.

Attachments:

- Aerial Site Photo
- City Council Staff Report 5-15-07 with attachments
- City Council Minutes 5-15-07
- Public Notice
- Residents' Comments



Existing
24-Min Zone
8-9:30am
2-3:30pm
School Days Only

Existing
Red Curb

Existing X-walk

STOP

315 South Peck Avenue, Manhattan Beach, CA

PARKING LOT

GATE

MONTESSORI
SCHOOL

CURTIS AVENUE

PECK AVENUE
STOP



© 2005 Google™

Eye alt 490 ft

© 2007 Europa Technologies

Existing
24-Min Zone
Streamlin

100%

Pointer 33°52'39.09" N 118°23'14.72" W elev 144 ft

AERIAL SITE PHOTO
PECK AVE. AT CURTIS AVE.






Agenda Item #: 07/0515.19

Staff Report

City of Manhattan Beach

TO: Honorable Mayor Tell and Members of the City Council

THROUGH: Geoff Dolan, City Manager 

FROM: Richard Thompson, Director of Community Development 
Erik Zandvliet, City Traffic Engineer 

DATE: May 15, 2007

SUBJECT: Consideration of Parking and Public Improvements Commission Recommendation to Approve a School Loading Zone and New Crosswalk and Deny a Request for Stop Signs at Peck Avenue and Curtis Street.

RECOMMENDATION:

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

1. Deny the request for installation of stop signs on Peck Avenue at Curtis Street.
2. Install a school crosswalk with high visibility markings and signs on the south leg of Peck Avenue at Curtis Street
3. Post "24-Minute Parking 8am-9:30am, 2pm-3:30pm, School Days Only" parking restrictions on the west side of Peck Avenue adjacent to the Manhattan Beach Community Church property.

FISCAL IMPLICATION:

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

BACKGROUND:

In January 2007, the City received a petition from the Montessori School of Manhattan Beach for stop signs in all directions at the intersection of Peck Avenue and Curtis Street. The school states that there is heavy traffic and speeding on Peck Avenue at school arrival and dismissal times while students are trying to cross the street.

DISCUSSION:

As described in the attached report, the Traffic Engineer does not support the installation of stop signs on Peck Avenue at Curtis Street. The traffic and pedestrian volumes, absence of collision history, and limited hours of impact do not meet the established criteria for an all-way stop

intersection. Further, the Traffic Engineer noted that almost all child pedestrians going to the Montessori school are accompanied by their parents who cross the street with them. However, the Traffic Engineer's analysis did find that a crosswalk on the south leg and a 24-minute parking zone north of the school would help improve school traffic safety.

PPIC Review

On April 25, 2007, the Parking and Public Improvements Commission reviewed the Traffic Engineer's report and heard testimony from three (3) school representatives and three (3) residents. All of the speakers agreed that pedestrian crossing safety is a concern at this location and supported a painted crosswalk, however most of the residents were opposed to stop signs. There were no objections made regarding the additional 24-Minute parking zone. The Commission agreed with the Traffic Engineer's findings and voted unanimously with the staff recommendation, with a modification of the 24-Minute afternoon parking restriction to "2 to 3:30pm".

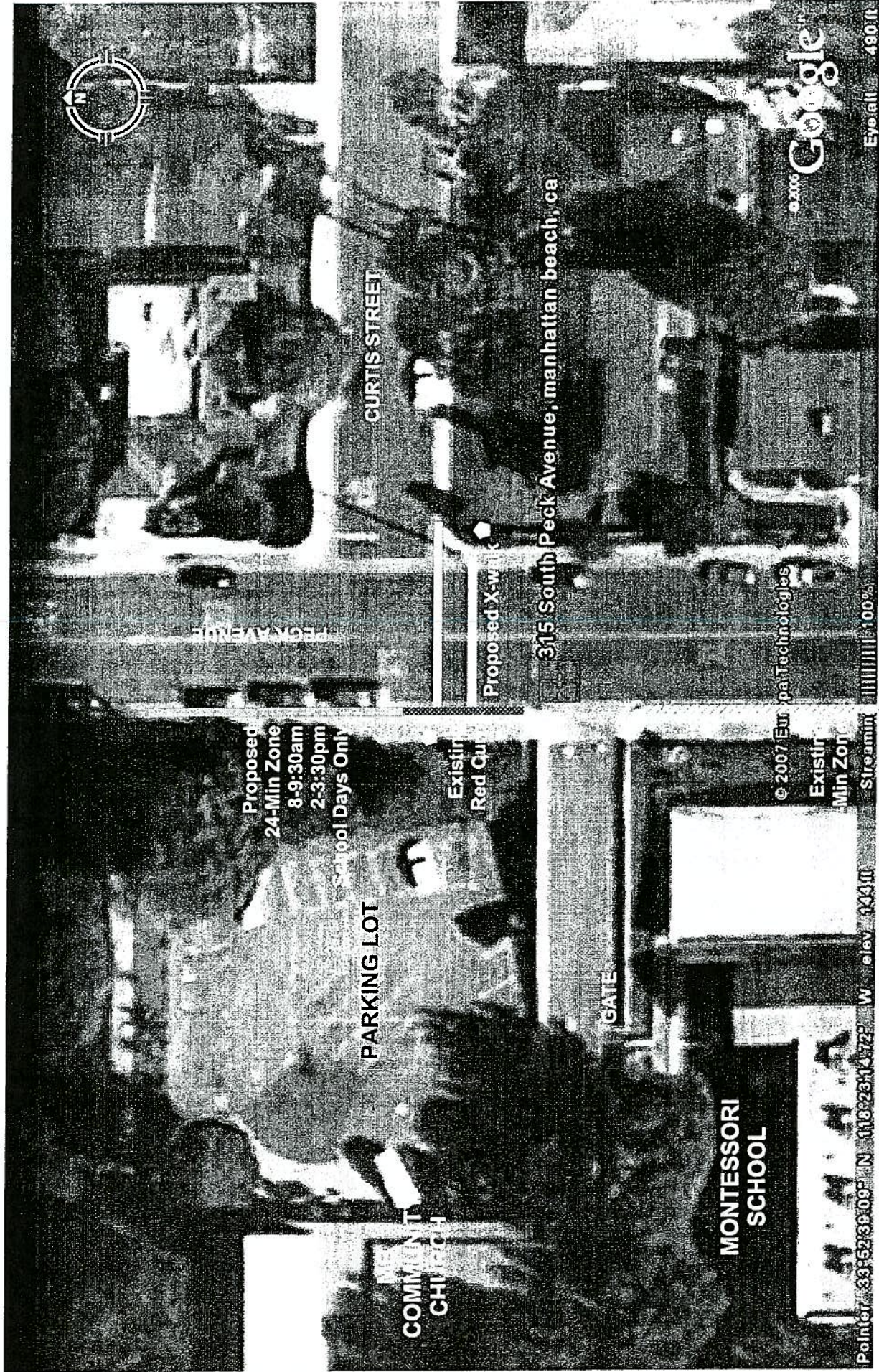
Meeting notices were sent to a large number of property owners and residents along Peck Avenue and Curtis Street.

ALTERNATIVES:

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

- Attachments:
- A. Site Sketch
 - B. Excerpt from PPIC minutes of 4/25/07
 - C. PPIC report dated 4/25/07, with attachments
 - D. Meeting notice, 5/15/07

G:\Traffic Engineering\City Council\CSR-peck curtis stop xwalk.doc



Proposed
 24-Min Zone
 8-9:30am
 2-3:30pm
 School Days Only

PARKING LOT

Existing
Red Cur

GATE

MONTESSORI
 SCHOOL

CURTIS STREET

PECK AVENUE

Proposed X-walk

315 South Peck Avenue, Manhattan Beach, CA

© 2007 Europa Technologies

Existing
Min Zone

Streamlin 100%

Pointer: 3355239.095° N 1162314.72° W elev: 144.0
 Eyealt: 480.0 ft

SITE SKETCH
 AS RECOMMENDED BY PPIC

A

E. CITY COUNCIL AGENDA

Senior Planner Lackow reported that on April 17, the City Council approved the Commission's recommendation to establish a Taxicab Stand in the 1100 block of Morningside Avenue on a trial basis.

F. AUDIENCE PARTICIPATION

None.

G. GENERAL

1. Request for Stop Sign, Loading Zone and Crosswalk: Peck Avenue at Curtis Street

Traffic **Engineer Zandvliet** presented the Report. He noted the request, submitted by the Montessori School of Manhattan Beach at 315 South Peck Avenue is for stop signs and related crosswalks to be installed in all directions at the intersection of Peck Avenue and Curtis Street. The school request is due to the school's concerns but also would be part of a traffic safety plan the school is required to prepare due to a construction project approved for the neighboring church site. Upon analyzing this request, Mr. Zandvliet noted that Staff recommends against the installation of any new stop signs at this location, but instead recommends that the City:

1. Install a school crosswalk with high visibility markings and signs on the south leg of Peck Avenue at Curtis Street
2. Post "24-Minute Parking 8am-9:30am, 1pm-4pm, School Days Only" parking restrictions on the west side of Peck Avenue adjacent to the Manhattan Beach Community Church property.

Mr. Zandvliet provided details of his engineering analysis, which in addition to site visits and discussions with the school formed the basis for this recommendation. He noted in particular that this request did not meet any of three basic warrants for a stop sign including minimum traffic volumes, collision history and potential for increasing motorist delays. The recommended crosswalk would be similar to others in this area, and the extension of the existing 24-minute green loading zone will help operations at the school and lessen congestion.

In response to questions from the Commission, **Mr. Zandvliet** noted the following:

- The green loading area extension would replace between 5 and 6 curb parking spaces. This conversion will possibly encourage the church to keep its parking lot open next door during the upcoming construction for use by the school.
- The time frame for the loading zone may be able to be decreased, with concurrence from the school.
- The church construction will replace some existing temporary buildings and may last up to two years. The church parking lot would be appropriate and a convenient walking distance for the school staff.

Audience Participation

Jay Goida spoke on behalf of **Manhattan Beach Montessori**. He clarified that there is no on-site staff parking presently but that the church is obligated to provide 27 spaces. He also stated that the Mira Costa High School parking lot typically fills up early and therefore is not available to the Montessori School. The school would accept a narrowing of the time frame applicable to the loading area on Peck Avenue from between 1:00 and 4:00 pm (as staff recommends) to between 2:00 and 3:30 pm. He emphasized that the stop sign is desired because the school believes there is a serious safety issue that it will address. He requested that the Commission “think outside the box” and consider all possible safety enhancements including warning lights, signage, etc.

Paulette Rhaney, 224 South Peck Avenue for 18 years requested that a new stop sign **not** be installed because it may create undue noise impacts for residents. She suggested that a temporary stop sign be utilized, similar to what she has seen at Pennekamp Elementary School, and/or a crossing guard. She noted that Peck is heavily used on weekends for parking for Little League and other activities.

Mr. Zandvliet noted that Pennekamp School has been funded by the City for a crossing guard but the school has been asked by the City and Police Department to not use a temporary stop sign, as this is not legal under state traffic laws. In response to a question from **Commissioner Osterhout**, **Mr. Zandvliet** explained that a volunteer crossing guard could be useful if properly trained and sanctioned.

In response to a question from **Commissioner Seville-Jones**, **Mr. Goida** stated that the request is based on the concern for safety for both school children (typically escorted by a parent) as well as the parents.

Rhonda Knudson, 1501 Curtis Avenue, stated she thinks a new stop sign is not warranted and will create more noise.

Michelle Sipl, a teacher at the **Montessori School**, echoed Mr. Goida’s comments and emphasized that the children crossing Peck are little and jay walking is occurring due to the limited on-site parking. A crosswalk especially is urgently needed.

Traci Sell, 2849 Sonoma Street, Torrance, is a teacher at the school and a mom, and noted one problem is that drivers often just don’t stop for someone in a crosswalk.

Tim Moore, 831 Prospect, Hermosa Beach, stated that the teen drivers using Peck (due to proximity to the high school) tend to accelerate and this creates a safety problem, and cited the example of Hermosa Beach which has installed stop signs along Prospect Avenue to control traffic.

Jay Goida presented a recent press release from the Manhattan Beach Police Department regarding school traffic safety and this was passed to the Commission.

Mr. Zandvliet responded to public comments, noting that it is the responsibility of pedestrians to enter a street safely and often whether driving fast or slow, a driver cannot see a pedestrian. In making his recommendation, age was a significant factor. The parents or adults are required to accompany the school children across the street and this makes the operation safer. Mr. Zandvliet also responded to Commissioner Osterhout that there have been no requests for resident parking permits in this area.

Commission Discussion

Commissioner Donahue suggested looking into having a crossing guard and a crosswalk as recommended by Staff.

Commissioner Paralusz suggested accepting the Staff recommendation for a high visibility crosswalk and appropriate signage and the extended green loading zone but with a more limited pm time frame (possibly 2:00 or 2:30). She is not in favor of a crossing guard at this time but this should be reviewed at a later date.

Commissioner Osterhout echoed Commissioner Paralusz's comment but added that he would consider a resident parking permit petition if submitted. He also noted he was persuaded that a crossing guard may not be needed at this time due to the fact that parents were accompanying the children. He encouraged the school to continue to work out solutions.

Commissioner Seville-Jones added she was in general agreement with all previous Commission comments and thanked all parties for coming and participating. She agreed that drivers in the area may be young and that traffic volumes are increasing but noted also that Peck Avenue does have good visibility. She voiced concern that the church construction project will add more impacts for a temporary period and encouraged the school to be watchful of those impacts.

Action

A motion was **MADE** and **SECONDED** (Paralusz/Osterhout) to:

1. **APPROVE** Staff recommendation number 1 as stated in the report, to install a school crosswalk with high visibility markings and signs on the south leg of Peck Avenue at Curtis Street, and;
2. **APPROVE** Staff recommendation number 2 with revision, to post "24-Minute Parking 8:00am - 9:30am, 2:00pm-3:30pm, School Days Only" parking restrictions on the west side of Peck Avenue adjacent to the Manhattan Beach Community Church property.

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

END

2. **Review of Proposed 2007 – 2008 Capital Improvement Program.**

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

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development

BY: Erik Zandvliet, Traffic Engineer *by Ret.*

DATE: April 25, 2007

SUBJECT: Request for Stop Sign, Loading Zone and Crosswalk:
Peck Avenue at Curtis Street

RECOMMENDATION:

That the Commission pass a motion to approve staff's recommendation to:

1. Install a school crosswalk with high visibility markings and signs on the south leg of Peck Avenue at Curtis Street
2. Post "24-Minute Parking 8am-9:30am, 1pm-4pm, School Days Only" parking restrictions on the west side of Peck Avenue adjacent to the Manhattan Beach Community Church property.

BACKGROUND:

In January 2007, the City received a parent petition from Ms. Erna Moore, Director of Montessori School of Manhattan Beach, located at 315 Peck Avenue for stop signs in all directions at the intersection of Peck Avenue and Curtis Street. The school states that there is heavy traffic and speeding on Peck Avenue at school arrival and dismissal times while students are trying to cross the street. She also states that the Montessori School has been asked to submit a traffic safety plan (detailing parent pick-up and drop off procedures and staff parking) as part of an expansion project for the Manhattan Beach Community Church, which adjoins the school to the north.

DISCUSSION:

Peck Avenue is a two-lane major local street that carries approximately 4,200 vehicles per day and is stopped one block north at Gates Street and three blocks south at Nelson Street. Peck Avenue has a slight vertical curve that crests at Gates Street. Peck Avenue is 42 feet wide and is divided by a double yellow centerline that provides 12 feet wide travel lanes and 9 feet wide curb parking lanes. The speed limit on Peck Avenue is 25 MPH.

Parking is allowed on the both sides of Peck Avenue but there is a 24-minute parking restriction on the west side adjacent to the Montessori School for student loading. An uncontrolled yellow school crosswalk is located across Peck Avenue at Voorhees Street one block south of Curtis Street.

Curtis Street is a local street that “tees” into Peck Avenue at a stop sign. Curtis Street is 30 feet wide and carries approximately 500 vehicles per day. Parking is allowed on both sides of Curtis Street. The speed limit on Curtis Street is 25 MPH.

The intersection of Peck Avenue and Curtis Street is located in a residential area with Manhattan Beach Community Church on the west side. Manhattan Beach Unified School District Offices, Mira Costa High School and the Montessori private school are located on Peck Avenue south of the intersection. Pennekamp Elementary School is located north of the subject area north of Gates Street.

There are existing painted school crosswalks on Peck Avenue at 1st Street, Gates Avenue, Voorhees Avenue and Nelson Avenue. The area has high pedestrian activity during school arrival and dismissal times due to the proximity of the three schools. The Montessori school requires parents to sign in/out their children, which increases the need for short-term parking near the school entrance. The School, which has a staff of 30 currently uses the adjacent church parking lot just to the north for some of its parking needs. However, this lot regularly fills up with school staff. Additional staff are allowed to park in the rear church lot or find parking in the residential areas to the east.

When the Church builds its expansion project in the future, the rear parking lot will not be available to school staff. This will place a higher burden on the local streets for overflow staff parking. In addition, the school, due to child care licensing requirements has recently converted the parking lot on its site to playground use. The Church has a shared parking agreement with the School District to allow overflow parking in the District offices lot to the west of the school.

The traffic collision history between January 1, 2001 and September 31, 2004 was analyzed for the intersection. According to City records, there have been no collisions reported near the intersection during this 3 ¾ year period.

Field Observations

Field observations were made along Peck Avenue during peak student arrival and dismissal periods. Field observations confirm the traffic count data and high pedestrian activity. A large number of students cross at or near the intersection of Peck Avenue and Curtis Street. It should be noted that the majority of students crossing at Curtis Street are accompanied by parents/guardians who then walk to parked vehicles along Peck Avenue and Curtis Street. The Montessori School has two main access points, one via the front door on Peck Avenue, and a student gate on the north side of the campus adjacent to the north Church lot. The school provides a turn-around loading area in the front church parking lot; however, few off-street parking spaces are available for student pick-up/drop-off when staff is parked in the front lot.

Curtis Street is narrow and provides only one travel lane if vehicles are parked on either side of the street. The intersection has adequate sight distance for motorists exiting Curtis Street looking northward which is enhanced by the uphill grade looking southward. However, any vehicles parked on Peck Avenue just south of the intersection may partially block the view of

approaching northbound traffic. The proper pedestrian crossing point is not always obvious to some pedestrians due to parked cars along the west side of the street.

Curb parking is often heavy along Peck Avenue due to the concentration of schools. As such, convenient curb parking is often hard to find. Staff believes that establishing 24-minute parking restrictions on the west side of Peck Avenue would help alleviate the need for parents to find short term parking in the neighborhood and escort their children across Peck Avenue.

School Routes and Established School Crossings

The State of California (Caltrans) has established guidelines to help determine Suggested Routes to School. Some of the factors to consider include:

1. The availability of adequate sidewalks or off-roadway sidewalk areas to and from the location of the existing control;
2. The number of students using the crossing;
3. The age levels of the students using the crossing; and
4. The total extra walking distance.

The number of gaps in traffic and delay between gaps also plays a role in school crossing criteria. While students need to wait for a sufficient gap in traffic, excessive delay may make some students impatient and endanger themselves by attempting to cross during an inadequate gap.

In general, crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating preferred paths. Crosswalk markings also serve to warn motorists of a pedestrian crossing point not controlled by stop signs or signals. Crosswalks should be marked at all intersections on established routes to school where there is substantial conflict with motorists, at locations where students are encouraged to cross, or where students would not otherwise recognize the proper place to cross.

By applying the suggested guidelines to possible crossings along Peck Avenue in comparison to the various school locations along Peck Avenue, a crosswalk at Curtis Street meets the guidelines and would benefit the Montessori School as well as students of Mira Costa High School and Pennekamp Elementary School.

Many students and guardians were observed crossing Peck Avenue at different locations between Curtis Street and Voorhees Street. A marked crosswalk at Curtis Street would encourage those students/guardians to cross at a central location. This would improve safety by limiting pedestrian exposure and provide positive guidance to both the student and driver. The addition of a marked crosswalk at Curtis Street would be similar to the one at Voorhees Street to the south, but may be unexpected to some motorists, therefore, high visibility markings and signs should be placed at the crossing.

Multi-way Stop Signs: The State of California has established guidelines for the installation of stop signs. These criteria have been widely accepted and are used by the City of Manhattan Beach. Multi-way or all-way stop controls are generally recommended when one or more of the criteria are satisfied.

A stop sign warrant checklist was completed that indicates that multi-way stop signs are not warranted at this intersection due to the very low traffic volume on Curtis Street. While a number of pedestrians cross at the intersection, the impacted time is a very small percentage of the entire day. Therefore, motorists approaching a stop sign placed on Peck Avenue after school hours will have a tendency violate the stop sign. A stop sign at an intersection with low side street traffic volumes often causes unnecessary delay and noise, increased rear-end collision potential and disregard for stop signs on other streets at locations where there is no apparent reason to stop. An unwarranted stop sign would likely be ignored by many drivers, which would actually decrease pedestrian safety. Corner sight visibility is sufficient if vehicles are not parked right at the corner, so stop signs would not be necessary for visibility reasons.

A stop sign would not be expected to improve congestion during school hours. In fact, additional stop signs along Peck Avenue would substantially increase delay to motorists along Peck Avenue. This, in turn, may also encourage some drivers to use other residential streets instead of Peck Avenue. A stop sign at Curtis Street could also slightly increase traffic volume on Curtis Street.

Public Notice

In addition to the Montessori School administrators, property owners in the vicinity of the Peck/Curtis intersection were notified of the proposed stop sign request and were invited to give input to the Commission. No comments have been received by Staff.

CONCLUSION:

Based on low side street volumes, three-way stop controls are not recommended at the intersection of Peck Avenue and Curtis Street at this time. However, due to school pedestrian crossing volume and proximity to a private school, staff recommends the following:

1. Installation of a school crosswalk with high visibility markings and signs on the south leg of Peck Avenue at Curtis Street,
2. Posting of a "24-Minute Parking 8am-9:30am, 1pm-4pm, School Days Only" parking restriction on the west side of Peck Avenue adjacent to the Manhattan Beach Community Church property.

Attachments:

Aerial Photo

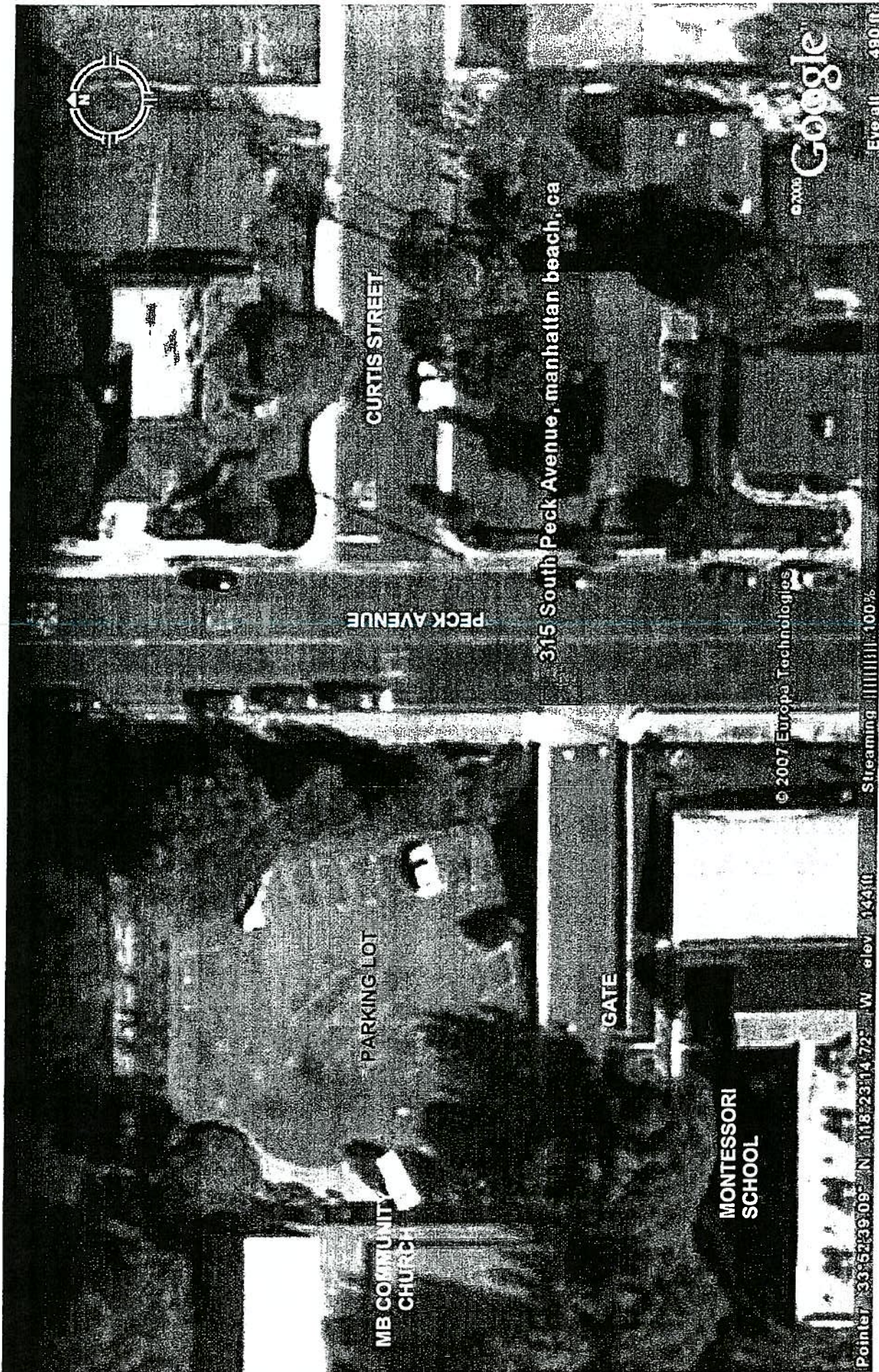
Correspondence from Montessori School and Petition

Public Notice

Stop Sign Worksheet (to be provided under separate cover)

EHZ

C:\My Documents\Projects\JN 16242-Manhattan Beach TEPPIC\PPIC-peck curtis stop sign.doc



MB COMMUNITY CHURCH

PARKING LOT

GATE

MONTESSORI SCHOOL

PECK AVENUE

CURTIS STREET

315 South Peck Avenue, manhattan beach, ca

© 2007 Europa Technologies

Google

Pointer 33°52'39.09" N, 113°23'14.72" W elev 144ft Streaming 100% Eye:all 480ft



MONTESSORI SCHOOL
OF MANHATTAN BEACH, INC.

January 17, 2007

Dear Rob Osborn,

As per our conversation this afternoon, I am requesting help with the traffic and parking impact in front of the school on Peck Ave. between 8:45 a.m. and 9:14 a.m. I am concerned for the safety of the children being walked from their parent's car in to the school. Perhaps a stop sign would help with a cross walk.

The Planning Commission required a traffic plan to be submitted and we are struggling putting one together. PLEASE HELP!! The school is located at 315 South Peck Avenue.

I am looking forward to hearing from you for help.

Regards,


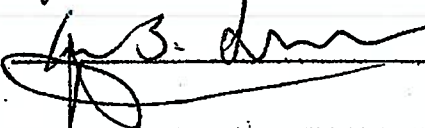
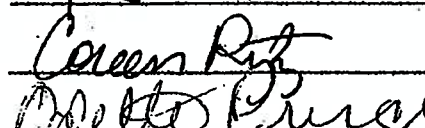
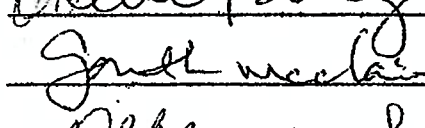
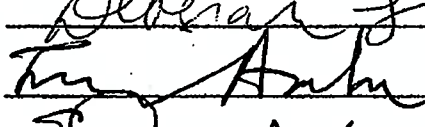
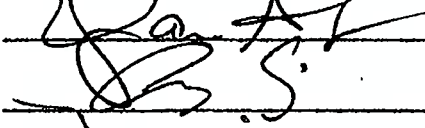
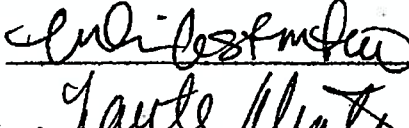

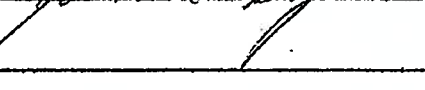
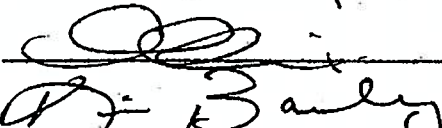
Erna Moore
Director

January 29, 2007
Montessori School of Manhattan Beach
SAFETY CONCERN

PTO-Sponsored Parent Petition for installation of Stop Sign at Intersection of
Peck and Curtis in Manhattan Beach

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Signed,

	Jane Turk
	Ruby Ticito
	Jennifer Rogerson
	Loam Way
	TERA HARKS.
	
	Gaule Hints
	Ph. K.
	
	Dr. Bailey
	Jim McCoy

JRACI

January 29, 2007
Montessori School of Manhattan Beach
SAFETY CONCERN

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Signed,

<u>Paul A. Pearson</u>	<u>Gay Harmon</u>
<u>Michelle West</u>	<u>Cynthia Black</u>
<u>Diana Burg</u>	<u>Lisa Madril</u>
<u>Natasha McCoy</u>	<u>Paul</u>
<u>Kelly West</u>	<u>Amy Brand</u>
<u>Elean Sasso</u>	<u>John Pimental</u>
<u>Karen Jantz</u>	<u>Marie Rochelle</u>
<u>Ann</u>	<u>Don</u>
<u>Ann</u>	<u>Janet</u>
<u>Leslie R</u>	<u>Doris West</u>
<u>La Ch</u>	
<u>Ann</u>	
<u>Ann</u>	

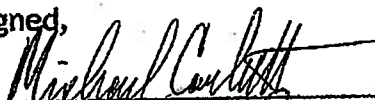

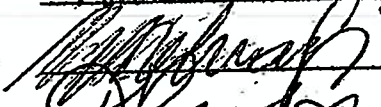

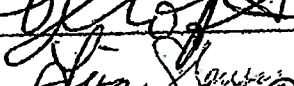
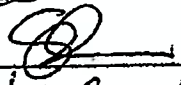
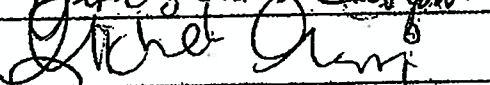
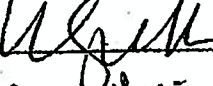
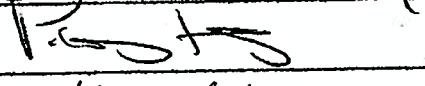
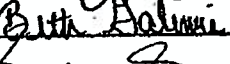
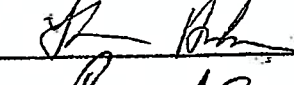
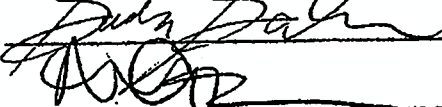
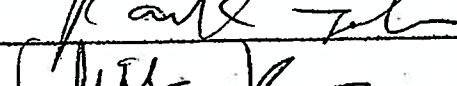

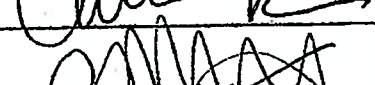
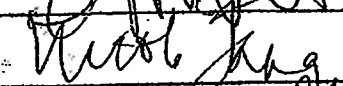
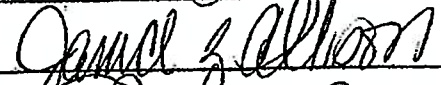

2007

January 29, 2007
Montessori School of Manhattan Beach
SAFETY CONCERN

PTO-Sponsored Parent Petition for installation of Stop Sign at Intersection of
Peck and Curtis in Manhattan Beach

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Signed,

CHRISTINE'S

January 29, 2007
Montessori School of Manhattan Beach
SAFETY CONCERN

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Signed,

<u>Sara Mitchell</u>	<u>Lisa Stewart Zadoyan</u>
<u>JORI DEAN</u>	<u>Spencer</u>
<u>[Signature]</u>	<u>[Signature]</u>
<u>[Signature]</u>	<u>Michelle Danks</u>
<u>[Signature]</u>	<u>[Signature]</u>
<u>[Signature]</u>	<u>Michelle Campbell</u>
<u>[Signature]</u>	<u>Marilyn Hall-Una</u>
<u>[Signature]</u>	<u>[Signature]</u>
<u>[Signature]</u>	<u>[Signature]</u>
<u>[Signature]</u>	<u>[Signature]</u>
<u>[Signature]</u>	<u>Michelle Batty</u>
<u>Paul Wilson</u>	<u>[Signature]</u>

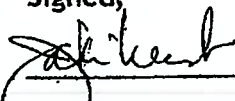
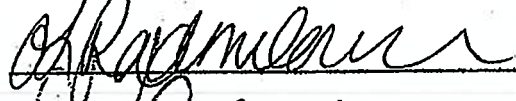

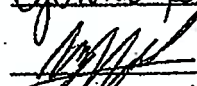
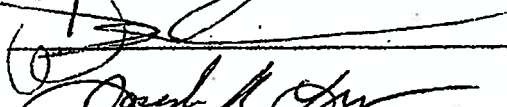
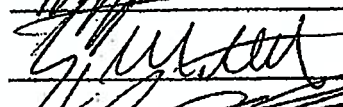
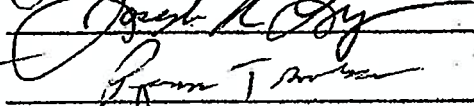
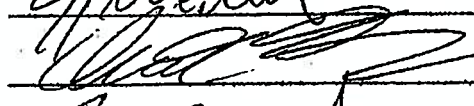
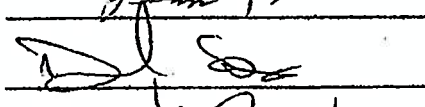
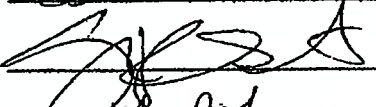

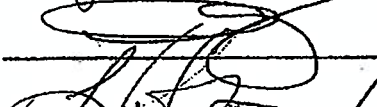


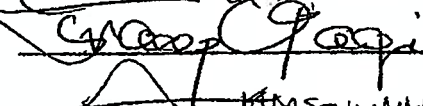
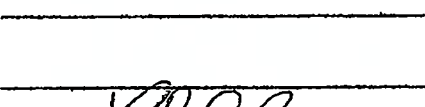
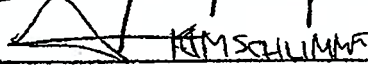
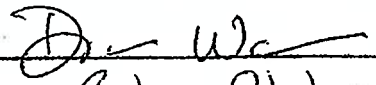

KCOH #3

January 29, 2007
Montessori School of Manhattan Beach
SAFETY CONCERN

PTO-Sponsored Parent Petition for installation of Stop Sign at Intersection of
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Signed,

	
Jenna Puenero	
	
	
	
	
Maureen	
Pam Lawson	
Beverly Blair	
	
	
	
Rob Blake	

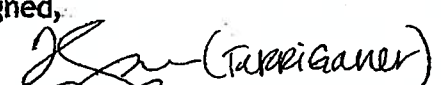


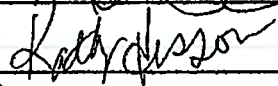
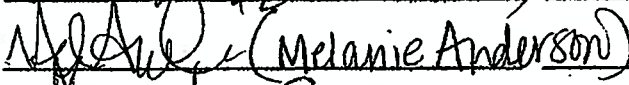
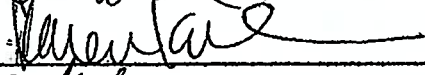

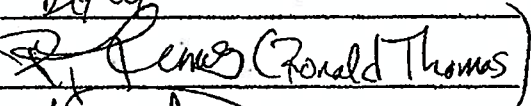

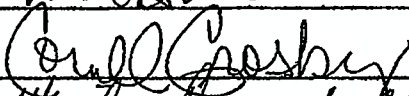
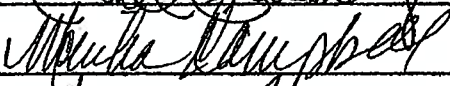
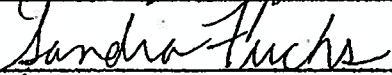
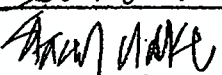
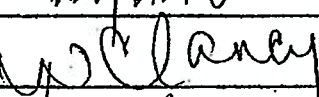
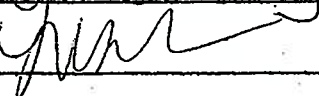


January 29, 2007
Montessori School of Manhattan Beach
SAFETY CONCERN

PTO-Sponsored Parent Petition for installation of Stop Sign at Intersection of
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Signed,

Room #3

January 29, 2007
Montessori School of Manhattan Beach
SAFETY CONCERN

PTO-Sponsored Parent Petition for installation of Stop Sign at Intersection of
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Signed,

Marcel Probauer Brown
Sandy Dwyer
Heather Jones
Catherine White
Kathy [unclear]
Julie [unclear]
M. [unclear]
Cindy Flynn
Marce Rhee

January 29, 2007
Montessori School of Manhattan Beach
SAFETY CONCERN

PTO-Sponsored Parent Petition for installation of Stop Sign at Intersection of
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Signed,

Keti Annun	Jeffrey Babas
Michelle Sipl	Bob Brown
Alison Lennon	Rachel Calzada
Carl Hartzel	Steve Clark
Patricia Watanabe	Greg Ford
Heidi Mott	Ken Ford
John Park	Kimble
_____	Iva Swob
Andy	_____
Off Sett	_____
_____	_____
Paul Po	_____
Kinata Scott	_____

Karen

January 29, 2007

Montessori School of Manhattan Beach

SAFETY CONCERN

PTO-Sponsored Parent Petition for installation of Stop Sign at Intersection of Peck and Curtis in Manhattan Beach

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Signed,

Cammie Herbert

Carl Hartzel

Kelly Smith

Murray

Yusef Gray

Jan Choy

Jan Choy

Jan Choy

Jan Choy

Jan Choy

Jan Choy

Jan Choy

Jan Choy

[Handwritten signature]

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MRS. CLARK

January 29, 2007
Montessori School of Manhattan Beach
SAFETY CONCERN

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Signed,


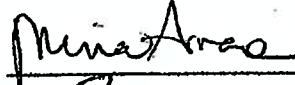
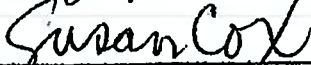

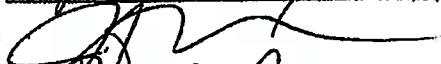

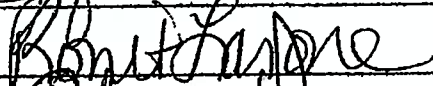
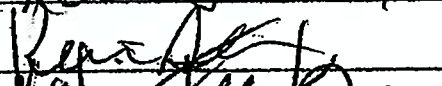

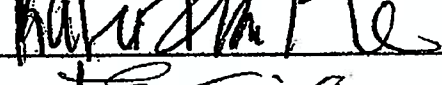


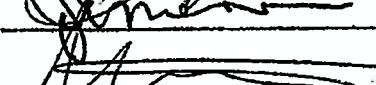

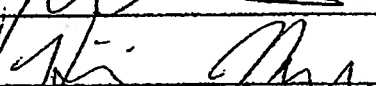
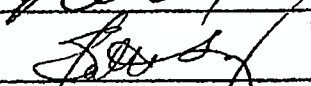
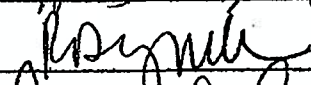


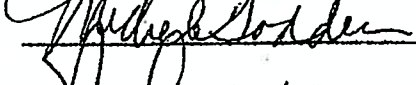
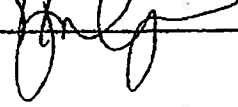
Monique Johns	DL Smith
Berna Ever Wong	Michelle Clark
Diana A. [unclear]	
[unclear]	
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January 29, 2007
Montessori School of Manhattan Beach
SAFETY CONCERN

PTO-Sponsored Parent Petition for installation of Stop Sign at Intersection of
Peck and Curtis in Manhattan Beach

In conjunction with the Parent-Teacher Organization of the Montessori School of Manhattan Beach, the Parent signatories below indicate their strong support for a stop sign to be installed at the corner of Peck and Curtis Avenues. A stop sign at this intersection would insure that the individuals using this very busy road will slow down, and that the children attempting to enter the Montessori School would have a safe crossing area. The safety of the children that attend the Montessori School on Peck Avenue is at risk on a daily basis due to the heavy traffic on Peck Avenue. We respectfully request that the Advisory Committee initiate a study into the safety hazard posed by heavy and fast-moving traffic in front of the school. This petition is important for the community because it could save many lives and protect pedestrians attempting to cross the street during school hours.

Signed,



City Hall

1400 Highland Avenue

Manhattan Beach, CA 90266-4795

Telephone (310) 802-5000

FAX (310) 802-5001

April 11, 2007

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

Re: Request for Stop Sign on Peck Avenue at Curtis Avenue – Montessori School 315 So. Peck Avenue

Dear Property Owner:

The City recently ^{received} approved a request to install new stop signs on Peck Avenue at the intersection of Curtis Avenue to enhance school safety.

A report will be presented to the Parking and Public Improvements Commission (PPIC) at their meeting on April 26, 2007. The Commission meeting will be held in the City Council Chambers, 1400 Highland Avenue, and will begin at 6:30 p.m. All interested parties are encouraged to attend the meeting and provide comments. The Commission upon completion of its review will make a recommendation to the City Council regarding this request.

A copy of the staff report to the PPIC will be available to the public on April 20th after 5:00 pm, either at the Civic Center Library (reference desk) or on the City's website at www.citymb.info/commissions.

If you have any questions or would like any additional information, please call (310) 802-5515 or E-mail rlackow@citymb.info.

Sincerely,

Rosemary Lackow

Senior Planner

Community Development Department

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

Police Department Address: 420 15th 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

May 7, 2007

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

Re: Request for Stop Signs, Crosswalk and Student Loading Zone – 315 So. Peck Avenue

Dear Property Owner:

On April 26, 2007, the Parking and Public Improvements Commission reviewed a request for installation of a new stop sign on Peck Avenue at Curtis Street. The Commission voted to recommend the following:

- A new stop sign not be installed at this time.
- An existing green loading zone on the west side of Peck Avenue be extended
- A new school crosswalk and related high visibility signs and markings be installed on Peck Avenue at the south leg of intersection with Curtis St.

The City Council will review these recommendations at a public meeting on Tuesday, May 15, 2007. 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.

Please note, however, that the issue will be on the portion of the council 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 or email me at 802-5515 / rlackow@citymb.info

Sincerely,
Rosemary Lackow

Fire Department Address: 400 15th Street, Manhattan Beach, CA 90266 FAX (310) 802-5201
Police Department Address: 420 15th Street, Manhattan Beach, CA 90266 FAX (310) 802-5101
Public Works Department Address: 3621 Bell Avenue, Manhattan Beach, CA 90266 FAX (310) 802-5301

D.

07/0515.19 Consideration of Parking and Public Improvements Commission Recommendation to Approve a School Loading Zone and New Crosswalk and Deny a Request for Stop Signs at Peck Avenue and Curtis Street

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

The following individuals spoke on this item:

- Tim Moore, No Address Provided
- Phil Toomey, Legal Counsel for the Manhattan Beach Montessori School

Traffic Engineer Erik Zandvliet responded to questions posed by Council regarding the Parking and Public Improvements Commission (PPIC) recommendation to not put a stop sign at the corner of Peck Avenue and Curtis Street based on the fact that the intersection doesn't meet criteria for installation of a stop sign. He explained that his recommendation was based on the fact that during the times that he observed the intersection there was a low volume of pedestrians and that the children who were present were escorted by adults acting as crossing guards. He also cited that adding a crosswalk could be misleading, give a false sense of security and that there were plenty of gaps in traffic to allow for safe crossing of the street. He suggested that the City first install a crosswalk with no stop sign and see if it justifies acquiring a crossing guard and then further monitor use to see if the intersection may qualify for a stop sign in the future. He also recommended that the green curb on the west side of Peck Avenue could be extended and suggested that the Montessori School begin a campaign to educate their parents about the proper drop off/pick up procedures.

- Kiley Newell, Curtis Avenue
- April Marano-Ford, 200 Block of Rosecrans Place
- Lisa (Inaudible) 1200 Block of 9th Street
- Viet Ngo, No Address Provided

Council discussed their respective views on crosswalks vs crossing guards vs stop signs. Traffic Engineer Zandvliet and City Manager Dolan offered some clarification of state wide criteria for the installation of stop signs.

Mayor Tell called for a motion.

MOTION: Councilmember Montgomery moved to approve the PPIC recommendations with the following modifications: that this be a 6-month trial period; that staff install 24-minute parking along the south side of Peck Avenue from the hours of 8:30 – 9:30 a.m. and 2:30 – 3:30 p.m.; and that a stop sign be installed, along with a crosswalk and a crossing guard, (the crossing guard would be provided by the Montessori School and trained by Manhattan Beach Police Department). The motion was seconded by Councilmember Cohen and passed by the following roll call vote:

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

City Manager Dolan stated that a resolution would need to be drafted and presented at another meeting.



**EVALUATION OF THE STOP SIGNS LOCATED
AT PECK AVENUE AND CURTIS AVENUE**

PARKING AND PUBLIC IMPROVEMENTS COMMISSION

- PUBLIC HEARING -

**The Parking and Public Improvements Commission (PPIC) will
conduct a public Hearing to evaluate the stop signs located
at the intersection of Peck Avenue and Curtis Avenue.**

WHEN: December 4, 2008 at 6:30 pm

WHERE: Council Chambers (1400 Highland Avenue)

**Residents are encouraged to attend and participate. The Staff Report
will be available at www.citymb.info on November 26 after 5 pm.**

**For additional information, please call Esteban Danna at
(310) 802-5514 or email at edanna@citymb.info**

Esteban M. Danna

From: Alvin Fletcher [alvinjerry@hotmail.com]
Sent: Monday, November 24, 2008 12:38 PM
To: Esteban M. Danna
Subject: December 4 Public Hearing



Alvin Fletcher
1545 Curtis Ave.
Manhattan Beach, CA 90266

24, November 2008

Esteban Danna
1400 Highland Avenue
Manhattan Beach, CA

Re: December 4th Public Hearing

Dear Sir,

The stop signs on Peck and Curtis are very important to me and I would like very much to attend the 4th meeting. However, as luck would have it I have a previous engagement.

My wife and I have lived at 1545 Curtis Ave. for over 30 years. The corner of Peck Avenue and Curtis Avenue was for a long time a safety concern. When traveling west on Curtis, it was very difficult to make a safe left hand turn. The street is sloped so that a car parked near the corner blocks the view of cars coming up the hill going north. The stop signs on Peck have converted what was a safety problem for my wife and me to a safe and pleasant situation. Most times when taking a left turn with my wife in the car, one of us will comment on how much we appreciate the stop signs.
Hoping the stop signs remain

Alvin J. Fletcher

Windows Live Hotmail now works up to 70% faster. [Sign up today.](#)

Esteban M. Danna

From: Barbara Swartout [barbwire7@verizon.net]
Sent: Friday, November 21, 2008 3:36 PM
To: Esteban M. Danna
Subject: Evaluation of the Stop Signs Located At Peck and Curtis Avenues

I am unable to attend council meeting regarding the Peck and Curtis Avenues stop signs on December 4, 2008. I wish, however, to express my opinion on the matter.

I live at 1555 Curtis Avenue and frequently use the Peck and Curtis Avenues intersection. It is now much safer to turn onto Peck Avenue from Curtis Avenue with the stop signs. Before it was difficult to see oncoming traffic from the north because of the incline and from the south because of the cars parked along the east side of Peck Avenue.

I strongly urge that these stop signs remain.