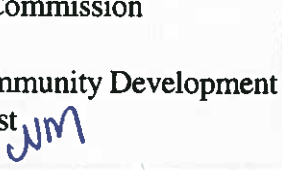


**CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT**

TO: Parking and Public Improvements Commission

FROM: Richard Thompson, Director of Community Development
Nhung Madrid, Management Analyst
Erik Zandvliet, Traffic Engineer



DATE: April 25, 2013

SUBJECT: Consider Adult Crossing Guards and other Traffic Measures at Herrin Avenue and 18th Street and at Herrin Avenue at 19th Street

RECOMMENDATION:

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

1. Install yellow school crosswalks on all approaches at the intersection of Herrin Avenue at 19th Street.
2. Paint red curb within the intersection curb returns at Herrin Avenue and 18th Street and at Herrin Avenue and 19th Street.
3. Post stop signs on the south and west leg of Herrin Avenue and 18th Street at the Polliwog Park parking lot exits.

BACKGROUND:

The City currently provides adult crossing guards at 21 locations throughout the City. Four of these crossing guards assist middle school pedestrians near Manhattan Beach Middle School. Each crossing guard costs around \$11,000 per year.

On March 28, 2002 and April 24, 2002, the Parking and Public Improvements Commission considered a citizen request for stop signs in all directions at the intersection of Herrin Avenue and 19th Street. After discussing the Traffic Engineer's findings and hearing public testimony, the Commission recommended against stop signs at that time, but did recommend the installation of red curbs on Herrin Avenue north and south of 19th Street for better intersection visibility. In addition, the Commission recommended the installation of school warning signs on Herrin Avenue south of 19th Street for better driver awareness of the proximity of the school entrance.

On August 25, 2005, the Commission discussed the Northeast Area Traffic Management Plan which included an initial measure to install stop signs in all directions at the intersection of Herrin Avenue and 19th Street. On November 1, 2005, the City Council approved the initial measures including stop signs in all directions at this intersection.

In October 2011, a crossing guard study was conducted at the intersection of Herrin Avenue and 18th Street. The study evaluated the south leg of Herrin Avenue and the east leg of 18th Street. Based on the State of California guidelines, adult crossing guards were not justified at that time.

On August 7, 2012, the City Council discussed and approved the current contract for crossing guard services. At that meeting, the Council discussed the possibility of adding a crossing guard at Herrin Avenue at 18th Street. The City Council directed staff to conduct a study to determine if this location warranted an additional crossing guard.

In November 2012, a follow-up crossing guard study was conducted at the intersection of Herrin Avenue and 18th Street. The study evaluated the south leg of Herrin Avenue and the east leg of 18th Street. Based on the State of California guidelines, adult crossing guards were not justified at that time. The study's findings were presented to the City Council on December 18, 2012, at which time; the City Council referred the item to the incoming Traffic Engineer for his review and to this Commission for recommendations for Herrin Avenue at 18th and 19th Streets (Exhibit D).

DISCUSSION:

The intersections of Herrin Avenue at 18th Street and Herrin Avenue at 19th Street are located in a residential area north of Polliwog Park and Manhattan Beach Middle School. Herrin Avenue is a two-lane major local street in a residential area. Herrin Avenue is stopped at Marine Avenue and 19th Street and terminates at the north parking lot for Polliwog Park at Premier Field. A gate for Manhattan Beach Middle School is located in the parking lot at the south end of Herrin Avenue. 18th Street is a local residential street that is stopped at Herrin Avenue and Redondo Avenue. The west leg of 18th Street is offset from the east leg, and forms the parking lot aisle at Polliwog Park. There are no stop controls at the intersection of the west leg of 18th Street and Herrin Avenue. 19th Street is a local residential street that is stopped at Meadows Avenue, Peck Avenue, Herrin Avenue and Redondo Avenue. The speed limit on all streets is 25 MPH. There are sidewalks on all streets except for a portion on the east side of Herrin Avenue between 18th Street and 19th Street. Manhattan Beach Middle School is directly east of Polliwog Park to the south of the subject area. There is a marked crosswalk on the east leg of 18th Street at Herrin Avenue. Curb parking is allowed on both streets, except for street sweeping restrictions.



Herrin Avenue at 19th Street Looking North

The traffic collision history between January 1, 2002 and December 31, 2011 was analyzed for both intersections. According to City records, there has been one pedestrian collision reported near the intersection during this ten (10) year period. On December 3, 2009 at 3:05pm, a southbound vehicle collided with a twelve year-old pedestrian while crossing the south leg of Herrin Avenue at 18th Street. The south leg of the intersection is a legal unmarked crosswalk.



Herrin Avenue at 18th Street Looking South

A 24-hour traffic volume count was conducted at Herrin Avenue and 19th Street on April 8, 2002, while school was in session. In addition, peak hour counts were made at Herrin Avenue and 18th Street in October 2011 and November 2012. A summary of the peak hour and daily traffic volume is provided below:

**Traffic Volume Counts
Herrin Avenue at 19th Street**

April 8, 2002 DIRECTION	A.M. PEAK HOUR 8:00 am	P.M. PEAK HOUR 3:00 pm	TOTAL DAILY VOLUME (Veh/Day)
Northbound (Herrin Avenue)	101	60	375
Southbound (Herrin Avenue)	<u>70</u>	<u>58</u>	<u>327</u>
Subtotal	171	118	702
Eastbound (19 th Street)	81	40	397
Westbound (19 th Street)	<u>40</u>	<u>41</u>	<u>325</u>
Subtotal	121	81	722
Intersection Total	292	199	1,424

**Traffic Volume Counts
Herrin Avenue at 18th Street (East Leg)**

October 2011 / November 2012	A.M. PEAK HOUR	P.M. PEAK HOUR
DIRECTION	7:30 am	2:45 pm
Northbound (Herrin Avenue)	81 / 79	46 / 39
Southbound (Herrin Avenue)	<u>96 / 108</u>	<u>69 / 63</u>
Subtotal	177 / 187	115 / 102
Westbound (18 th Street)	18 / 27	32 / 28
Subtotal		
Intersection Total	195 / 214	147 / 130

Pedestrian volume counts were taken on several occasions between 2002 and the present at the intersections while school was in session. The most recent counts were conducted on April 15, 2013 pursuant to City Council direction to evaluate both intersections. A summary and comparison of the pedestrian counts are provided below:

**Pedestrian Counts
Herrin Avenue at 18th Street and 19th Street**

PEDESTRIANS		April 2013			November 2012			October 2011		
		AM/PM			AM/PM			AM/PM		
LOCATION (LEG)		Students	Other Peds	Total	Students	Other Peds	Total	Students	Other Peds	Total
1	Herrin Ave. (North)*	0/18	0/2	0/20						
2	Herrin Ave. (South)*	5/84	4/1	9/85						
3	19 th St (West)*	37/22	2/3	39/25						
4	19 th St. (East)*	7/97	3/0	10/97						
5	Herrin Ave. (North)	0/2	2/0	2/2	-	-	-	-	-	-
6	Herrin Ave. (South)	0/7	0/0	0/7	2/5	-	2/5	6/6	-	6/6
7	18 th St. (East)*	12/95	3/2	15/97	12/198	-	12/198	12/136	-	12/136
8	Herrin Ave. (North)	9/14	3/0	12/14						
9	Herrin Ave. (Park)	5/42	0/2	5/44						
10	18 th St. (West)	52/18	4/4	56/22						

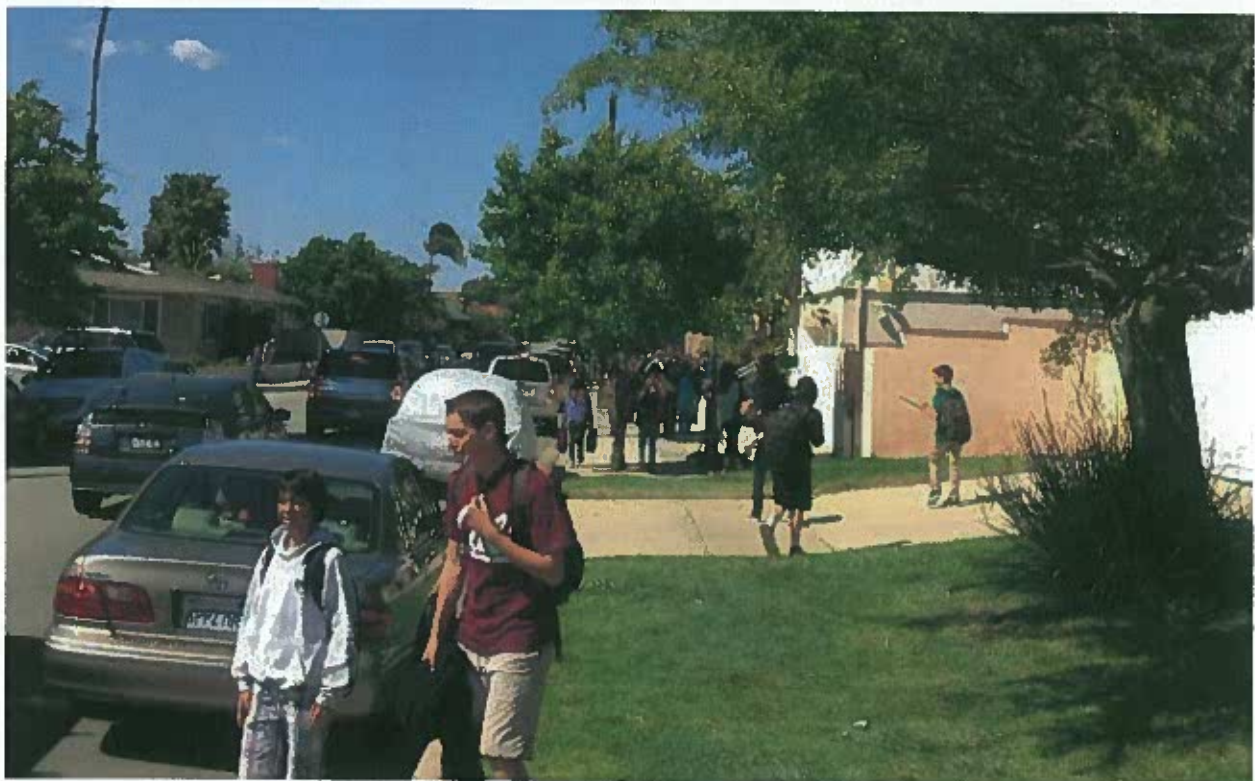
Note: * = Stopped Intersection

Field Observations

Field observations were made along Herrin Avenue north of Manhattan Beach Middle School on typical school days. Field observations confirm the traffic count data and high pedestrian activity. A large number of students walk north and south along both sides of Herrin Avenue between the gate and 19th Street. As noted above, a large number of students also cross Herrin Avenue at 19th Street. All of the high-volume crossing points are controlled by stop signs. It should be noted that the majority of students crossing 18th Street and 19th Street are inside the marked or unmarked crosswalks, while a significant number of students crossing Herrin Avenue cross diagonally outside the crosswalk area. This area acts as an informal loading area, with parents waiting in cars near both intersections. Approximately half of the students walking to/from the north gate of the middle school are picked up in cars there.

It was observed that vehicles tend to travel slowly at peak school times, due to the congestion and parked cars on the streets. This condition improves safety by lowering the potential and severity of pedestrian collisions. However, several improper vehicle movements were noticed, including U-turns, turns in driveways, parking maneuvers, and stopping in the curb returns of the intersections or in the crosswalks.

Both intersections have adequate sight distance for motorists stopped at the stop signs. Proper right-of-way rules are established by the existing stop controls. Heavy curb parking demand occurs during school dismissal, sports practice and games at Polliwog Park. However, any vehicles parked near the intersections may partially block the view of approaching traffic. Also, pedestrians at the corners waiting to cross may not be seen due to parked cars. Therefore, the Traffic Engineer recommends that all corners be painted red to clarify the prohibited parking areas, and to improve visibility of pedestrians trying to cross the street at both intersections.



Herrin Avenue at 18th Street Looking North

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. Crossing points should be centralized along the suggested routes to increase the visibility of pedestrians concentrated in larger groups.

By applying the suggested route guidelines to possible crossings along Herrin Avenue between 19th Street and the school gates at the south end, it is apparent that the east and west sides of Herrin Avenue are the primary school routes to the middle school's north gate. Pedestrians should only be encouraged to cross Herrin Avenue at 19th Street and at the entrance to the parking lot to minimize redundant crossing points.

At 19th Street, yellow school marked crosswalks should be painted at all stopped approaches to these intersections in accordance with State guidelines to add emphasis to the pedestrian crossings and to discourage mid-block crossings. This would also reinforce the east-west school route by making connections to similar school crosswalks at Redondo Avenue and 19th Street to the east and Meadows Avenue to the west.

A marked crosswalk at 18th Street is not recommended due to excessive duplication of existing crossing points as well as the offset nature of the intersection. However, since there are existing un-marked crosswalks at this intersection, crossings are allowed but pedestrians must yield to motorists having the right-of-way.

The City's State Safe Routes to School Grant, awarded in 2011, will construct marked crosswalks at the park entrance at the south end of Herrin Avenue. In addition to marked crosswalks, northbound and eastbound stop signs could be posted at the exits to the parking lots to establish right-of-way rules at the intersection and to help protect pedestrians in the project's crosswalks.

Adult Crossing Guards

The State guidelines for the installation of crossing guards were reviewed at this intersection. These guidelines state that adult crossing guards are desirable at an uncontrolled crossing where there is no alternately controlled crossing within 600 feet, and where the traffic volume exceeds 350 vehicles during each of any two hours in which 40 school pedestrians cross daily. However, adult crossing guards may also be considered if special problems exist which make it necessary to assist elementary school pedestrians in crossing the street, such as at an unusually complicated intersection with frequent turning movements and high vehicular speeds. The specific guidelines are in the California Manual on Traffic Control Devices Section 7D.02, as described below:

Adult crossing guards may be used to provide gaps in traffic at school crossings where an engineering study has shown that adequate gaps need to be created (see Section 7A.03), and where authorized by law. Adult Crossing Guards may be assigned at designated school crossings to assist school pedestrians at specified hours when going to or from school. The following suggested policy for their assignment applies only to crossings.

Guidance:

An Adult Crossing Guard should be considered when:

- A. Special situations make it necessary to assist elementary school pedestrians in crossing the street.
- B. A change in the school crossing location is being made, but prevailing conditions require school crossing supervision until the change is constructed and it is not reasonable to install another form of traffic control or technique for this period.

Criteria for Adult Crossing Guards:

Support:

Adult Crossing Guards normally are assigned where official supervision of school pedestrians is desirable while they cross a public highway, and at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.

Option:

Adult crossing guards may be used under the following conditions:

1. At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and
 - a. In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or
 - b. In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school.
Whenever the critical (85th percentile) approach speed exceeds 40 mph, the guidelines for rural areas should be applied.
2. At stop sign-controlled crossing:
Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school.
3. At traffic signal-controlled crossings:
 - a. Where the number of vehicular turning movements through the school crosswalk exceeds 300 per hour while school pedestrians are going to or from school; or
 - b. Where justified through analysis of the operations of the intersection.

As shown on the Adult Crossing Guard Evaluation Forms (Exhibit E), neither intersection meets the minimum warrants for adult crossing guards even though school pedestrian volumes are high. This is because the heaviest crossing locations are stop controlled, and the minimum guidelines for traffic volumes and number of lanes are not warranted at either intersection. At the uncontrolled crosswalk on the south leg of Herrin Avenue at 18th Street, the minimum number of school pedestrians is not met, and alternate crossings are available to the north and south.

While neither intersection meets the minimum guidelines for adult school crossing guards, it should be noted that several existing crossing guards are located at stop signs that would otherwise not meet current warrants. The City may choose to provide crossing guards at locations that meet the general guidance advice on the basis of an engineering study or policy. There have been two locations in the last 10 years where crossing guards have been added without meeting State warrants, namely Peck Avenue at 1st Street and Highland Avenue at 26th Street. Alternately, the City can choose to relocate an existing crossing guard from another location that has less pedestrian exposure than the proposed location. In such cases, the City has utilized a ranking method to identify the locations with the highest vehicle-pedestrian conflicts, and prioritized them when funds for additional guards are limited.

The Traffic Engineer believes that the proposed marked crosswalks, red curb and stop signs (for northbound Herrin Avenue and eastbound 18th Street at the park exits) would significantly

improve pedestrian safety and driver awareness of school pedestrians without the need for additional school crossing guards.

Noticing

By way of a mailed postcard notice (Exhibit F), all properties within 500 feet of the project location were noticed of tonight's meeting. Staff also notified Mr. John Jackson, Principal at Manhattan Beach Middle School and requested that the meeting information be shared with parents and other interested parties. All public comments received from the December 18, 2012 City Council meeting up to the posting of this staff report have been provided for the Commission to review (Exhibit G).

CONCLUSION:

Based on minimum State guidelines, an adult school crossing guard is not justified at the intersections of Herrin Avenue and 18th Street or Herrin Avenue and 19th Street at this time. However, due to the high school pedestrian crossing volume and skewed intersections along Herrin Avenue north of Manhattan Beach Middle School, staff recommends the following:

1. Install yellow school crosswalks on all approaches at the intersection of Herring Avenue at 19th Street.
2. Paint red curb within the intersection curb returns at Herrin Avenue and 18th Street and at Herrin Avenue and 19th Street.
3. Post stop signs on the south and west leg of Herrin Avenue and 18th Street at the Pollywog Park parking lot exits.

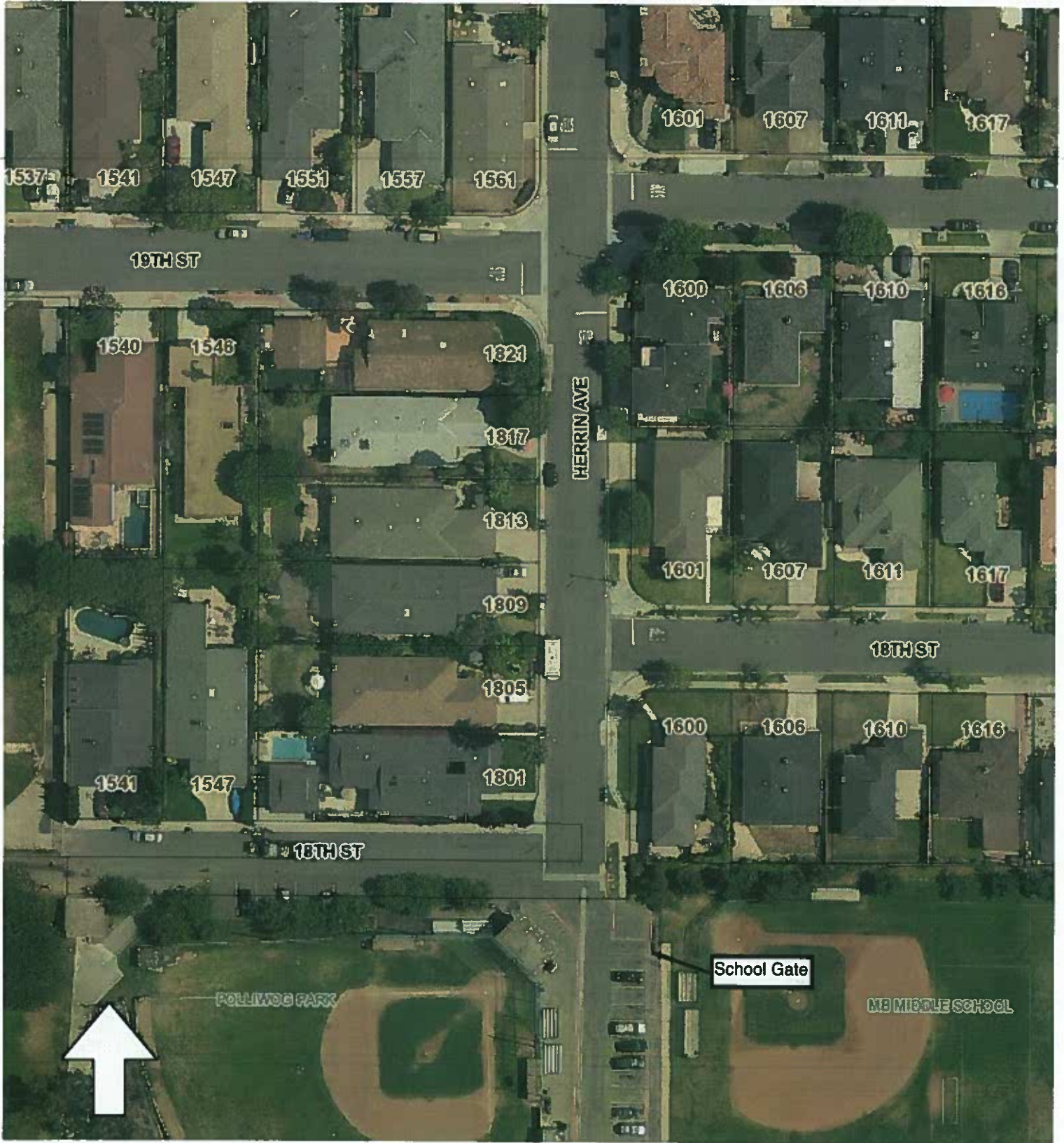
Exhibits:

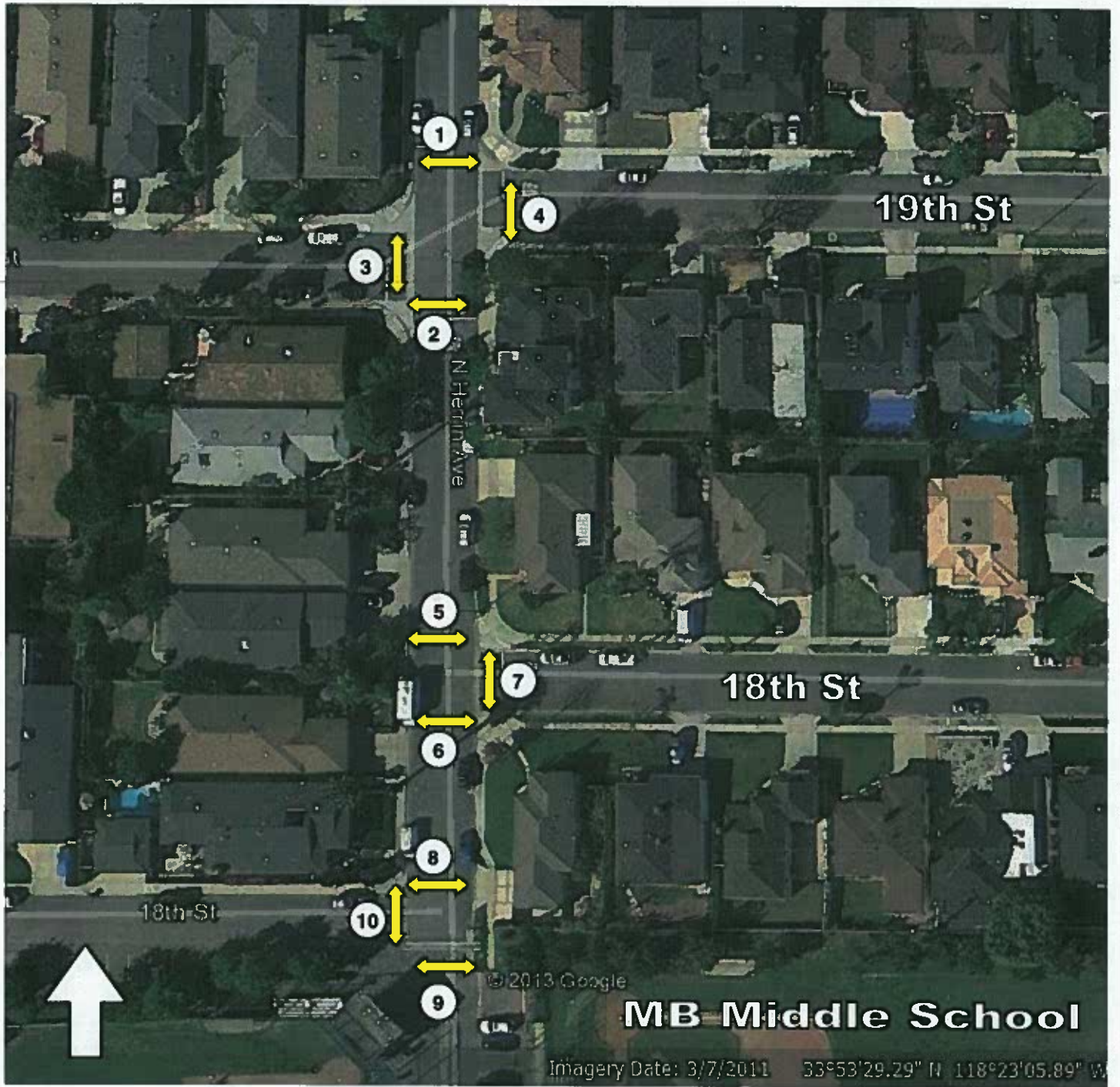
- A. Location Aerial Map
- B. Pedestrian Count Locations
- C. Herrin Avenue at 18th Street and 19th Street Recommended Measures
- D. December 18, 2012 City Council Staff Report with Attachments
- E. Adult School Crossing Guard Worksheets
- F. Mailed Postcard Notice
- G. Public Comments

EHZ

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**AERIAL PHOTO
EXHIBIT A**

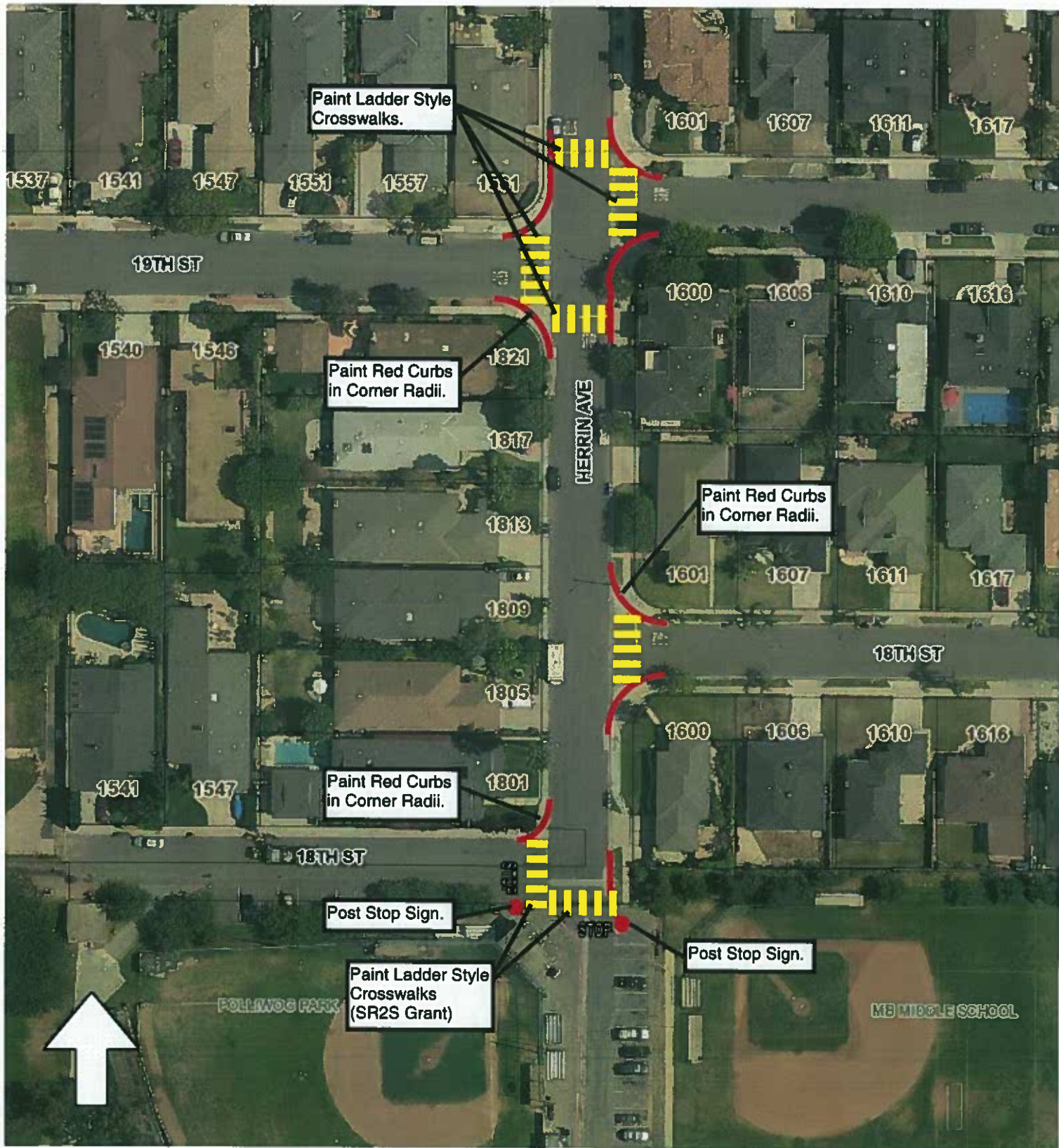




City of Manhattan Beach
 Department of Community Development

**HERRIN AVENUE AT 18TH AND 19TH STREETS
 Pedestrian Count Locations
 EXHIBIT B**

Herrin Avenue at 18th Street and 19th Street
Recommended Measures
Exhibit C





City of Manhattan Beach

1400 Highland Avenue
Manhattan Beach, CA 90266



Legislation Details (With Text)

File #: 12-0396 **Version:** 1
Type: Consent - Staff Report **Status:** Agenda Ready
In control: City Council

On agenda: 12/18/2012 **Final action:**
Title: Crossing Guard Study Concerning Herrin Avenue at 18th Street

REFER THE PROPOSED TRAFFIC IMPROVEMENTS TO THE PARKING AND PUBLIC IMPROVEMENTS COMMISSION FOR REVIEW AND RECOMMENDATION

Sponsors:

Indexes:

Code sections:

Attachments: Attachment 1 - Adult Crossing Guard Study, Herrin Avenue at 18th Street

Date	Ver.	Action By	Action	Result
12/18/2012	1	City Council	continued	

TO:
Honorable Mayor Powell and Members of the City Council

THROUGH:
David N. Carmany, City Manager

FROM:
Eve R. Irvine, Chief of Police
Andrew Harrod, Police Lieutenant
Julie Dahlgren, Management Analyst

SUBJECT:Title
Crossing Guard Study Concerning Herrin Avenue at 18th Street

REFER THE PROPOSED TRAFFIC IMPROVEMENTS TO THE PARKING AND PUBLIC IMPROVEMENTS COMMISSION FOR REVIEW AND RECOMMENDATION
Line

Recommended Action

RECOMMENDATION:

Staff recommends that the City Council not staff a Crossing Guard at Herrin Avenue at 18th street and forward the proposed area traffic improvements to the Parking and Public Improvements Commission for discussion, evaluation and recommendation back to City Council for final approval.

Body

FISCAL IMPLICATIONS:

There is no immediate fiscal impact resulting from the crossing guard study. Additional traffic improvement options will be referred to the Parking and Public Improvements Commission for discussion and evaluation; fiscal implication of the improvements will be presented when staff returns

with Parking and Public Improvements Commission's recommendations to City Council.

BACKGROUND:

The City of Manhattan Beach Crossing Guard Program was introduced in the mid 1980's. School crossing guards are responsible for assisting school children safely through intersections during school hours at 21 designated locations in the City.

Several factors are considered when determining the need for an additional crossing guard at a particular location. Typically, locations are identified/requested by the schools. The Traffic Engineer investigates the proposed site and takes pedestrian and vehicle traffic counts. The State of California Manual of Uniform Traffic Control Devices sets criteria for determining, based on volume of cars and children at a particular crosswalk, if a crossing guard is needed. As is the industry practice, the Traffic Engineer uses this criteria to make their recommendation. Each additional guard/location costs around \$11,000 per year.

At the August 7, 2012 City Council meeting, discussion of the contract for Crossing Guard services prompted an inquiry about adding an additional crossing guard on Herrin Avenue at 18th Street. A study was conducted by the City Traffic Engineer at the location in October 2011, and a subsequent study was conducted in November 2012.

DISCUSSION:

The Traffic Engineer and Police Department personnel were on hand to study the pedestrian and vehicular movement in the vicinity of Herrin Avenue and 18th Street in November 2012.

Based upon the State of California Manual of Uniform Traffic Control Devices criteria, the number of school pedestrians, the location of a nearby controlled alternate crossing, and the low number of conflicting vehicles at the intersection of Herrin Avenue and 18th Street does warrant placement of a crossing guard.

In observing the flow of pedestrian and vehicular traffic in the vicinity, staff noted areas where traffic could be improved with some traffic control modifications.

As part of the City's successful Cycle 10 Safe Routes to School (SR2S) grant application, and with the support of the school administration, the City is currently working with Cal Trans to obtain authorization to install the following modifications:

- A yellow high visibility crosswalk will be installed on south leg of 18th Street at Herrin Avenue, at the parking lot entrance; and,
- 250 feet of 4-inch white edge line stripe will be installed on the south side of 18th Street (west leg) west of Herrin Avenue. This will provide a delineated pedestrian pathway immediately adjacent to the ball field.

Furthermore, staff recommends consideration of four traffic improvement options which would enhance safe movement of pedestrians:

- Installation of a marked yellow high visibility crosswalk on 18th Street at Herrin Avenue.
- Installation of all-way stop controls at the intersection of Herrin Avenue and 18th Street
- Establishment of a passenger loading zone during school arrival and dismissal periods for the

non-ADA parking spaces in the parking lot.

- Installation of red curb at the curb ramps at Herrin Avenue at 18th Street and at 19th Street.

Staff recommends these improvement options be forwarded to the Parking and Public Improvements Commission for discussion, evaluation and recommendation back to City Council for final action.

Attachment:

1. Adult Crossing Guard Study, Herrin Avenue at 18th Street
-



City of Manhattan Beach

Community Development

Phone: (310) 802-5500
FAX: (310) 802-5501
TDD: (310) 546-3501

November 27, 2012

TO: Nhung Madrid
Management Analyst

FROM: Jack Rydell, P.E., T.E., PTOE
City Traffic Engineer

SUBJECT: ADULT CROSSING GUARD STUDY
HERRIN AVENUE AT 18TH STREET (EAST LEG)

Background

As requested, I have re-evaluated the intersection of Herrin Avenue and 18th Street (East leg) with respect to the need for an adult crossing guard and offer the following information. This location was previously studied in October/November 2011 at which time it was determined that an adult crossing guard was not warranted per criteria in the California Manual of Uniform Traffic Control Devices (CA MUTCD).

Discussion

The subject intersection is located northwest of Manhattan Beach Middle School as shown on the attached vicinity map. It is a T-intersection with Herrin Avenue being a north-south through roadway and 18th Street forming the stem from the east. 18th Street is stop controlled and has a marked continental crosswalk. The crossing guard evaluation was conducted for pedestrians crossing Herrin Avenue in the immediate vicinity of the east leg of 18th Street, which does not have a marked crosswalk. Both streets qualify for the 25 mph prima facie residential speed limit. Approximately 200 feet north of the study location is the intersection of Herrin Avenue and 19th Street, which has stop controls on all four legs.

As part of the City's successful Cycle 10 Safe Routes to School (SR2S) grant application, and with the support of the school administration, the City is working with Cal Trans to obtain authorization to install the following modifications:

- A yellow high visibility crosswalk will be installed on south leg of 18th Street at Herrin Avenue, at the parking lot entrance; and,
- 250 feet of 4-inch white edgeline stripe will be installed on the south side of 18th Street (west leg) west of Herrin Avenue. This will provide a delineated pedestrian pathway immediately adjacent to the ball field.

ADULT CROSSING GUARD STUDY
HERRIN AVENUE AT 18TH STREET – Page 2

Field observations and counts were conducted on Tuesday, November 27 during the morning arrival and afternoon dismissal periods. The first bell was 8:05 a.m. and school dismissal was at 3:00 p.m. on this day. The pedestrian count included all school pedestrians that crossed Herrin Avenue at 18th Street (east leg). A summary of the vehicular and pedestrian count data is attached. The weather was clear and warm. Based on the amount of vehicle traffic during arrival and dismissal periods, the observed prevailing speed of traffic was well below the 25 mph speed limit. No unusual conditions were noticed and regular school hours were in effect. The observed student walking routes to and from Manhattan Beach Middle School are as follows:

- On the west side of Herrin Avenue between the ball field parking lot and 19th Street;
- On the east side of Herrin Avenue between the ball field parking lot and 19th Street; and,
- On the east side of Herrin Avenue between the ball field parking lot and 18th Street, then travelling east on 18th Street.

The CA MUTCD identifies the criteria used to determine the need for adult crossing guards in Chapter 7D – Crossing Supervision. As indicated on Page 1285 of the CA MUTCD: *“Adult Crossing Guards normally are assigned where official supervision of school pedestrians is desirable while they cross a public highway, and at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.”*

As indicated on the count summary sheet, two (2) school pedestrians crossed Herrin Avenue at 18th Street during the morning arrival period and five (5) crossed during the afternoon dismissal period. These numbers fall far short of the 40 school pedestrians required for consideration of an adult crossing guard.

Page 1285 contains additional criteria for consideration of an adult crossing guard based on the type of controls at the crossing. Since Herrin Avenue is uncontrolled at 18th Street (east leg) and this location is considered an urban area, the following criteria would apply: *“At uncontrolled crossings where there is no alternate controlled crossing within 600 feet; and in urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school.”*

As indicated, there is an alternate crossing of Herrin Avenue approximately 200 feet to the north at 19th Street, where that intersection has all-way stop controls. Field observations indicated that this crossing option was utilized by a significant number of school pedestrians coming from or going to locations west of Herrin Avenue. Based on this criteria, the subject intersection would not qualify for an adult crossing guard.

Furthermore, at least 350 vehicles should conflict with pedestrians at the crossing location. As indicated in the count summary sheet, only 214 vehicles travelled through the intersection during the morning arrival period and 130 vehicles travelled through the intersection during the afternoon dismissal period. These values are both well below the suggested threshold.

ADULT CROSSING GUARD STUDY
HERRIN AVENUE AT 18TH STREET – Page 3

The CA MUTCD also contains criteria for consideration of an adult crossing guard at stop controlled locations, such as the east leg of the subject intersection where there were a greater number of school pedestrians. The criteria for this condition are as follows: *“Where the vehicular traffic volumes on undivided highways of four or more lanes exceeds 500 per hour during any period when the school pedestrians are going to or from school.”* This criteria is not satisfied as 18th Street is not a roadway with four or more lanes and the vehicular volume is far below the threshold of 500 vehicles per hour.

Recommendation

Based upon the number of school pedestrians, the location of a nearby controlled alternate crossing and the number of conflicting vehicles, the intersection of Herrin Avenue and 18th Street still does not warrant consideration of an adult crossing guard.

In coordination with the Police Department, alternative traffic improvement options were outlined for future consideration.

1. Consider installation of a marked yellow high visibility crosswalk on 18th Street (west leg) at Herrin Avenue.
2. Consider the installation of all-way stop controls at the intersection of Herrin Avenue and 18th Street (west leg)
3. Consider the establishment of a passenger loading zone during school arrival and dismissal periods for the non-ADA parking spaces in the parking lot.
4. Consider installation of red curb at the curb ramps at Herrin Avenue at 18th Street (east leg) and at 19th Street.

JR: Crossing Guard Study - 11-27-12

Attach.

Herrin Ave and 18th St Crossing Guard Study Vicinity Map



Crossing Guard
Study Location

Note: Approximately 200 feet
between 18th St and stop-
controlled crossing at 19th









LEGEND:

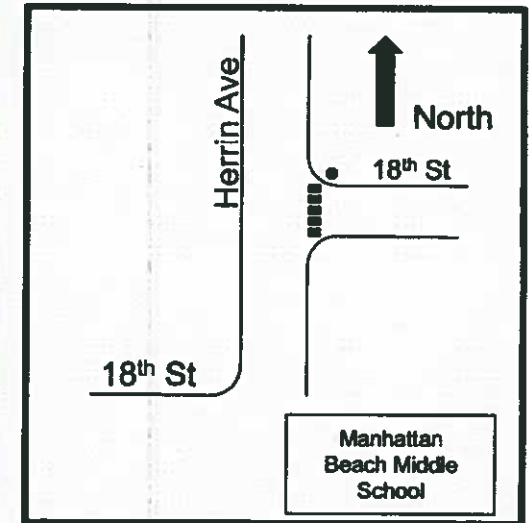
- ←.....→ Observed Walking Routes
- Existing Continental Crosswalk
- Existing Stop Sign

Manhattan Beach
Middle School

MB MIDDLE SCHOOL

Herrin Ave and 18th St Crossing Guard Study 11/27/12 Count Summary

15 Minute Period Starting	 Vehicles	 Vehicles	 Vehicles	 Vehicles	 Vehicles	 Vehicles	 Peds	 Peds
7:30am	1	3	1	1	1	0	0	0
7:45am	2	7	36	45	21	2	4	2
8:00am	1	8	28	26	16	1	8	0
8:15am	2	3	3	4	2	0	0	0
Total	6	21	68	76	40	3	12	2
2:45pm	2	1	17	2	11	1	0	0
3:00pm	1	18	10	26	16	4	189	5
3:15pm	0	5	4	4	2	2	9	0
3:30pm	0	1	2	0	1	0	0	0
Total	3	25	33	32	30	7	198	5



Criteria for Adult Crossing Guards (excerpts from the 2012 California Manual of Uniform Traffic Control Devices):

Support:

Adult Crossing Guards normally are assigned where official supervision of school pedestrians is desirable while they cross a public highway, and at least 40 school pedestrians for each of any two hours (not necessarily consecutive) daily use the crossing while going to or from school.

Option:

Adult crossing guards may be used under the following conditions:

1. At uncontrolled crossings where there is no alternate controlled crossing within 600 ft; and
 - a. In urban areas where the vehicular traffic volume exceeds 350 during each of any two hours (not necessarily consecutive) in which 40 or more school pedestrians cross daily while going to or from school; or
 - b. In rural areas where the vehicular traffic volume exceeds 300 during each of any two hours (not necessarily consecutive) in which 30 or more school pedestrians cross daily while going to or from school.

Whenever the critical (85th percentile) approach speed exceeds 64 km/h (40 mph), the guidelines for rural areas should be applied.

Additional Traffic Control Options at Herrin Avenue at 18th Street

Marked Crosswalk on 18th Street (west leg) - See Map Sheet 1, attached

It was observed that pedestrians walking to school on the west side of Herrin Avenue generally travel south, to the west leg of 18th Street, then cross at the parking lot entrance. They cross Herrin Avenue in a number of ways, including straight across Herrin Avenue at 18th Street, diagonally from northwest to southeast and within the parking lot. It would be beneficial to channelize the pedestrians into a single path in order to reduce the occurrence of unexpected entries into the roadway. This could be accomplished by installing a marked crosswalk from the northwest corner of Herrin Avenue at 18th Street (west leg) to the southwest corner. Pedestrians could then travel in one of the following ways to access the school:

- Adjacent to the ball field/bleachers to the south end of the parking lot, then into the southerly school gate; or,
- Cross the parking lot driveway at 18th Street (west leg) and directly into the northerly school gate.

The marked crosswalk identified above would work in conjunction with the proposed marked crosswalk from the SR2S grant to provide clearly defined paths of travel between the school and the sidewalk on the west side of Herrin Avenue. In addition, they would further alert motorists to the potential for encountering pedestrians, thus encouraging them to utilize improved driving behaviors.

“STOP” signs at Herrin Avenue and 18th Street (west leg)/parking lot driveway - See Map Sheet 1, attached

A review of traffic volumes and reported accidents at this intersection revealed that warrants contained within the CA MUTCD to justify consideration of all-way stop controls are not satisfied. However Section 2B.07 of the CA MUTCD contains additional criteria that may be considered in an engineering study for all-way stop controls, including: *“The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes.”* This intersection conducts a substantial number of pedestrians during school arrival and dismissal periods, as well as during other times when the park and ball fields are being utilized. Providing all-way stop controls at this intersection would enhance pedestrian safety, encourage better motorist behavior and reduce the potential for pedestrian/vehicular collisions. Furthermore, since the west leg of the intersection (18th Street) is only approximately 250 long and the south leg is a small parking lot, there would be a negligible effect on traffic flow.

Establish a passenger loading zone in the parking lot spaces - See Map Sheet 1, attached

There are currently 12 non-ADA parking spaces in the parking lot. During the morning arrival and afternoon dismissal periods, the majority of these spaces were occupied by long-term parked vehicles. The Police Department was able to verify that the vehicles belonged to school staff. This location is used by staff due to a shortage of parking in the other school lots normally used by teachers and other staff. Establishing a passenger loading zone during the morning arrival and afternoon dismissal periods would provide a significant increase in available short term parking for drop-off and pick-up activities, thus reducing the congestion of vehicles along Herrin

**EXHIBIT E
ADULT CROSSING GUARD LOCATION
EVALUATION FORM**

Street/Intersection: Herrin Avenue / 18th Street

Evaluation Date: 4/16/2013

Crosswalk Location: North, South and/or East Leg

Evaluated By: EHZ

Criteria Guideline	Minimum	Actual	Meets Criteria?	
			YES	NO
Uncontrolled Crossing: North and South Legs			YES	NO
Nearest Alternate Crossing	> 600'	N=200', S=100'		X
Crossing Traffic Volume	> 350/hr Urban (> 300/hr Rural*)	AM 187		X
		PM 182		X
School Pedestrian Volume	40+ Urban (30+ Rural*)	AM East=12		X
		PM East=95	X	
Meets all above criteria?				X
Stop-Controlled Crossing: East Leg			YES	NO
Undivided Highway	Undivided**	No		X
Number of Through Traffic Lanes	4 or More	2		X
Crossing Traffic Volume	> 500/hr	AM 70		X
		PM 65		X
School Pedestrian Volume	40+ per hour	AM 12		X
		PM 198	X	
Meets all above criteria?				X
Traffic Signal-Controlled Crossings			YES	NO
Turning Volume Through Crosswalk	> 300/hr	AM		
		PM		
School Pedestrian Volume	40+ per hour	AM		
		PM		
Meets all above criteria?				
OR Justified through analysis of the intersection operations (i.e. no LT phasing, RTOR conflicts)				

* Whenever the critical (85th Percentile) speed exceeds 40 mph, the guidelines for rural areas should be applied.

** Undivided means does not have a raised or painted median (double double yellow line). A two-way left turn lane does not make a divided highway.

Comments: Existing Ladder crosswalk on east leg.

ADULT CROSSING GUARD LOCATION EVALUATION FORM

Street/Intersection: Herrin Avenue / 19th Street

Evaluation Date: 4/16/2013

Crosswalk Location: North, South, West and East Legs

Evaluated By: EHZ

Criteria Guideline	Minimum	Actual	Meets Criteria?	
			YES	NO
Uncontrolled Crossing:			YES	NO
Nearest Alternate Crossing	> 600'			
Crossing Traffic Volume	> 350/hr Urban (> 300/hr Rural*)	AM		
		PM		
School Pedestrian Volume	40+ Urban (30+ Rural*)	AM		
		PM		
Meets all above criteria?				
Stop-Controlled Crossing: North, South, West and East Legs			YES	NO
Undivided Highway	Undivided**	No		X
Number of Through Traffic Lanes	4 or More	2		X
Crossing Traffic Volume	> 500/hr	AM 292		X
		PM 199		X
School Pedestrian Volume	40+ per hour	AM 0, 5, 37, 7		X
		PM 18, 84, 22, 97	X	
Meets all above criteria?				X
Traffic Signal-Controlled Crossings			YES	NO
Turning Volume Through Crosswalk	> 300/hr	AM		
		PM		
School Pedestrian Volume	40+ per hour	AM		
		PM		
Meets all above criteria?				
OR Justified through analysis of the intersection operations (i.e. no LT phasing, RTOR conflicts)				

* Whenever the critical (85th Percentile) speed exceeds 40 mph, the guidelines for rural areas should be applied.

** Undivided means does not have a raised or painted median (double double yellow line). A two-way left turn lane does not make a divided highway.

Comments: No Marked Crosswalks, existing ramps.

EXHIBIT F

**PUBLIC MEETING
TRAFFIC IMPROVEMENTS
AT HERRIN AVE/18TH ST/19TH ST**



The Parking and Public Improvements Commission (PPIC) will conduct a public meeting to discuss and evaluate area traffic improvements in the vicinity of Manhattan Beach Middle School (MBMS) adjacent to the intersections of Herrin Avenue at 18th Street and 19th Street.

**PARKING AND PUBLIC IMPROVEMENTS
COMMISSION MEETING**

WHEN: April 25, 2013 at 6:30 P.M.

**WHERE: City Hall Council Chambers
1400 Highland Avenue, Manhattan Beach, CA 90266**

All interested parties are encouraged to attend and participate.
The Staff Report will be available at www.citymb.info on April 19, 2013 after 5:00 P.M. For additional information, please contact Nhung Madrid at (310) 802-5540 or email at nmadrid@citymb.info.

MAILED 4/3/13

Nhung Madrid

From: Ed Knizewski <edkgems@gmail.com>
Sent: Friday, March 22, 2013 10:09 PM
To: Nhung Madrid
Cc: Christine Itano-Cosner; David N. Carmany; Beth Noll; Christopher M Cosner; Eric Noll; Eve R. Irvine; Richard Thompson; Mark & Annie Barrera; Wayne Powell (External)
Subject: Re: 12/18/2012 City Council Meeting Item No. 12 (Crossing Guard Study)

Hi,

It has been 3 months since the email chain below was sent, so I wanted to check in and find out if there has been any activity on the issue of getting a crossing guard for the intersections of Herrin Ave with 18th and 19th streets during school start and end.

Thanks,
Ed Knizewski
1817 N. Herrin Ave

On Thu, Dec 20, 2012 at 5:55 AM, Richard Thompson <rthompson@citymb.info> wrote:

Hi Christine,
This study was forwarded to our new Traffic Engineer for review and to make recommendations to the Parking and Public Improvement Commission. You will be notified when that meeting is scheduled. Your contact is Nhung Madrid.

Richard Thompson

On Dec 19, 2012, at 9:12 PM, "Christine Itano-Cosner" <itanocosner@gmail.com> wrote:

Hello David,

Thank you for the update. I look forward to hearing the steps Richard Thompson will take to ensure that the area is safe for our children.

Happy Holidays!

Christine Itano-Cosner

Richard Thompson

Director of Community Development

P: (310) 802-5502
E: rthompson@citymb.info

From: David N. Carmany [mailto:dcarmany@citymb.info]

Sent: Wednesday, December 19, 2012 5:05 PM

To: Christine Itano-Cosner

Cc: Beth Noll; 'Christopher M Cosner'; 'Ed Knizewski'; Eric Noll; Richard Thompson

Subject: RE: 12/18/2012 City Council Meeting Item No. 12 (Crossing Guard Study)

Hello Christine: thank you for email. At last night's city council meeting, I asked that this matter be pulled from the agenda and referred to staff for more work. Our Community Development Director Richard Thompson will ask the city's new traffic engineer to review the situation. Best regards, Dave Carmany

David N. Carmany

City Manager

P: (310) 802-5053

E: dcarmany@citymb.info



From: Eric Noll [mailto:ericnoll@earthlink.net]

Sent: Tuesday, December 18, 2012 8:51 AM

To: David N. Carmany; List - City Council; Bruce Moe; Wayne Powell (External); Christine Itano-Cosner

Cc: Beth Noll; 'Christopher M Cosner'; 'Ed Knizewski'

Subject: Re: 12/18/2012 City Council Meeting Item No. 12 (Crossing Guard Study)

Good morning.

My name is Eric Noll. I am a resident on Herrin Ave with a student at MBMS. I wish to add a few brief comments to the discussion initiated by Christine.

I have observed the abysmal traffic situation in the area near the "back" gate of MBMS for several years now. As a result of first hand knowledge of the situation, I could list a number of improvements that would help remedy what is by all standards a pedestrian/vehicle confrontation waiting to happen...again.

I too am disappointed with the limited scope of the former Traffic Engineers' recent study.

As Christine stated, the majority of the pedestrian crossings and illegal parking/failure to stop/failure to yield to pedestrian infractions (which have gone %100 un-enforced by MBPB) occur at Herrin/19th.

I encourage the City Council to come over and observe the conditions first hand. Any morning or afternoon, Monday through Friday is fine.

I would also like to make you aware of a comment by the former Traffic Engineer that I found quite puzzling and rather condescending.

I mentioned the lack of red paint on the curbs in front of the fire hydrant at 18th/Herrin as well as lack of red paint on any of the wheelchair/handicapped access ramps on the corners of 19th/Herrin.

His response was that it was strictly a money issue; the City would spend large amounts to continuously re-paint the red paint. Absurd!!

He then goes on and labels the red-zones as "optional" on his report.

Now, I am as aware as anyone of the fiscal issues facing the City, but wouldn't logic dictate that an ounce of prevention...or in this case deterrence from parking in front of a hydrant or wheelchair ramp...be more fiscally responsible than the alternatives? I urge the council members to allocate the necessary funds to get these sidewalks around the ramps painted red as soon as possible.

Thank you all for your further attention to this on going problem, which affects so many of our City's children.

Eric Noll

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

From: Christine Itano-Cosner

To: 'Wayne Powell' ; 'Bruce Moe' ; CityCouncil@citymb.info ; 'Dave Carmany'

Cc: 'Eric Noll' ; 'Ed Knizewski' ; 'Christopher M Cosner'

Sent: Monday, December 17, 2012 10:24 PM

Subject: 12/18/2012 City Council Meeting Item No. 12 (Crossing Guard Study)

City Council Members and City Manager,

My name is Christine Itano-Cosner. I am a 20 year resident of Manhattan Beach. I have one child at MBMS and one at MCHS. I live on the southeast corner of 19th & Herrin.

I wanted to share with you the information I emailed to Council Member David Lesser regarding the 12/18 City Council Meeting agenda item #12 regarding the Crossing Guard Study Concerning Herrin Ave at 18th Street. Please see email below from me, as well as an email from my neighbor who lives at across the street. I've included the email trail from my original request for crossing guards on 8/6/12 to the most recent emails sent today, 12/18/12.

Thank you for your attention to our concerns about student safety on the north side of Premier Field (18th Street, 19th Street and Herrin).

Christine Itano-Cosner

1600 19th Street

Manhattan Beach, CA

310 545-4832

From: Christine Itano-Cosner [itanocosner@gmail.com]

Sent: Monday, December 17, 2012 4:06 PM

To: David Lesser

Cc: 'Christopher M Cosner'; 'Eric Noll'; 'Ed Knizewski'

Subject: RE: City Council: 08/07/12-8, "Award of Three-Year Contract for Crossing Guard Services."

Hi David,

We have concerns regarding the report that was issued by the City Traffic Engineer.

1. The report did not include a Crossing Guard Study for the other intersection, 19th and Herrin, which is a traffic hazard that I mentioned in my initial request.
2. The report at a minimum is confusing and deceptive when it states on page 2, "As indicated on the count summary sheet, 2 school pedestrians crossed Herrin Ave at 18th Street during the morning arrival period and 5 crossed during the afternoon dismissal period. These numbers fall far short of the 40 school pedestrians required for consideration of an adult cross guard."
 - It is true that students don't cross at that location. That is because the majority cross near Premier field and at 19th. There were 189 that crossed at 18th Street and Herrin on the east side of the street walking north.
 - 19th & Herrin: A large majority of students cross at 19th & Herrin (200 feet from 18th/Herrin) which has an irregular configuration. I would assume that if there are 189 students that walk north on the east side of Herrin that there are at least the same numbers on the west side. That would equate to **378** students using the 19th & Herrin intersection in the afternoon.
 - Consistently I've seen students crossing diagonally at 19th & Herrin due to the configuration of the intersection and illegally parked cars. From 3:00-3:20PM on Monday, 12/17, I observed approximately **50** kids crossing diagonally. In addition, the students made attempts to cross and then had to turn back because the cars could

not see them or chose not to stop to allow them to cross. One student I spoke to said that it was scary trying to cross at the intersection.

- It should NOT be assumed that because there is negligible pedestrian crossing from East to West or West to East at 18th that it would also be the same for 19th & Herrin.

3. There is no mention of the traffic hazards that the MB traffic lieutenant identified along Herrin.

4. Again, I would invite City Council members to observe firsthand the traffic hazards to our kids in this area. It would only take 15 minutes in the morning (7:50-8:05) and 15 minutes in the afternoon (3:00-3:15) to understand our concerns regarding the safety of our kids.

Christine Itano-Cosner

1600 19th Street

Manhattan Beach, CA 90266

From: Ed Knizewski [<mailto:edkgems@gmail.com>]

Sent: Monday, December 17, 2012 4:54 PM

To: Christine Itano-Cosner

Cc: dlesser@citymb.info

Subject: Re: Traffic in front of our Homes: City Council: 08/07/12-8, "Award of Three-Year Contract for Crossing Guard Services."

Adding councilman Lesser. (FYI - I live across the street from Christine, at 1817 Herrin).

I read the study; IMO, it is very poorly done. I am not a traffic engineer. However, I am a software engineer, with 3 decades of experience in collecting data on problems and analyzing it to find solutions. Specific comments below. I would suggest that councilman Lesser read the report and my comments, then spend one morning and/or afternoon observing (without any police :-)). I am sure he will come to the same conclusion about the report that I did.

Ed Knizewski

My comments on the traffic study:

- The data for the study was collected on only one day. You can't do any valid analysis on that data, because you have no idea if that particular day is representative of what typically happens. Ideally, you would want to collect data on several days and average it out. On top of that, it was the Tuesday after Thanksgiving, so it is possible that some number of people were not back to school yet, which would depress the numbers. That could have been accounted for by checking with the school on the attendance for that day, but that was not done.
- The study was done with with multiple police officers present (my observation from that day). This makes a number of observations invalid, because both drivers and pedestrians will be on their best behavior, which is completely different than what you and I see on a typical day. Of course all the drivers stayed under the speed limit, and all the kids crossed at the crosswalks; nobody jaywalked.
- There is a bulleted list of pedestrian routes. One was left out - the west leg of 18st Street, adjacent to the ball park. There are always lots of kids walking to and from school on this street. Actually, many of them are in the street, because there is no sidewalk next to the ball park. Just above the bulleted list, there is a note that they are trying to use some grant money to create a pedestrian walkway next to the ball field. There are also a couple of notes about the West leg of 18th down near the bottom, so the issue of large numbers of kids walking in this street (emphasis on the word 'in') was noticed, but is not mentioned in the report.
- The report states that there are not enough cars going through the intersection during the two hours of the day that arrival and dismissal occur to justify a crossing guard. This is a classic case of following the letter of the state recommendations rather than their purpose. This is supposed to be a measurement of volume of cars, not an exact count. The problem in this area does not occur over two hours, it occurs over two much shorter time periods, right before the morning bell and right after the afternoon bell. This can be seen by looking at the detail of the counts. Of the 214 cars counted for the morning hour, 193 went through between 7:45 and 8:15. Of the 130 cars counted for the afternoon hour, 109 went through between 3:00 and 3:30. That works out to 386 cars/hour in the morning (which is above the state guidelines) and 218 cars/hour in the afternoon. I think that if you did the counts at 5 minute intervals, you would find that the peak volume is significantly higher right around 8 AM and 3 PM, and both numbers would exceed the state guidelines. It would also help, as I stated previously, to collect data on multiple days to ensure that you have a 'typical' number.
- The report notes that there are very few kids crossing the street at Herrin at the East leg of 18th, which is used to justify the lack of a need for a crossing guard. So how do all the kids walking on the West side of Herrin and down the West leg of 18th get into the school, which is Southeast of Herrin? They have to get across Herrin somehow. What they mostly do is cross Herrin at the West leg of 18th, and also through the parking lot. I stood at this intersection this afternoon and observed a large number of kids doing this. (I neglected to bring paper and make an exact count). Again, the amount of time matters; this occurred in about 15 minutes. Even if there were only 20 kids (there were lots more) that would work out to 80 kids/hour, much higher than the recommendations. Buried in the data at the end of the report it is noted that kids cross Herrin in various ways, including through the parking lot, but the count only measures kids crossing Herrin at the East leg of 18th, and those crossing the East leg of 18th If you look at the detail of the counts, you can see that there is an anomaly - all of the

pedestrian counts are less than 10, except for one in the afternoon, which is almost 200. It is clear that the numbers are too inconsistent to be reliable - where did those 190+ kids cross in the morning?

What this boils down to is that there are three intersections with heavy volumes of both kids and cars - 19th and Herrin, the East leg of 18th and Herrin, and the West leg of 18th and Herrin (and you might want to count the parking lot as a 4th) but the study only analyzes one of these. This is despite of the fact that Christine's original email specifically noted 19th and Herrin. This is a major flaw in the study. You can't possibly come up with a solution to a problem when you have only studied one part of it.

- There is no mention in the report of one of the biggest safety issues, IMO; In the mornings, there are lots of kids crossing through the parking lot at the same time lots of cars are pulling in, dropping kids off, turning around, and heading out. Turning around means that they are backing up in a area full of kids. Many of these cars are large SUVs with substantial blind spots behind. I am familiar with this because I see it every day when I walk my younger daughters up to Meadows every morning. I have also discussed this with my older daughter, who attends MBMS and walks through this area to get to school. 'Kinda scary' was her description of it.

From: Wayne Powell [<mailto:waynepowellmb@yahoo.com>]

Sent: Tuesday, October 09, 2012 2:08 PM

To: Christine Itano-Cosner

Cc: Bruce Moe

Subject: RE: City Council: 08/07/12-8, "Award of Three-Year Contract for Crossing Guard Services."

Christine,

I just sent an email to our Acting City Manager Bruce Moe to follow up. Unfortunately, City Manager Dave Carmany underwent knee surgery and didn't respond to my status inquiry before he went out on medical leave. My apologies.

Best regards,

Wayne

Wayne Powell

- Mayor, City of Manhattan Beach

- Los Angeles County Beach Commissioner

- Chair, South Bay Regional Public Communications Authority [911]

Phone: [\(310\) 545-2184](tel:(310)545-2184)

Email: wpowell@citymb.info

Web: <https://sites.google.com/site/WaynePowell4MB>

--- On Tue, 10/9/12, Christine Itano-Cosner <itanocosner@gmail.com> wrote:

From: Christine Itano-Cosner <itanocosner@gmail.com>
Subject: RE: City Council: 08/07/12-8, "Award of Three-Year Contract for Crossing Guard Services."
To: "Dave Carmany" <dCarmany@citymb.info>
Cc: "Wayne Powell" <waynepowellmb@yahoo.com>
Date: Tuesday, October 9, 2012, 10:30 AM

Hello Dave,

I'm following up with you on an email, Mayor Wayne Powell emailed on 9/21/12 and your discussion with him on 8/7/12. I'd like to know the implementation date for a crossing guard at 19th & Herrin and 18th & Herrin during drop c and pick up time at MBMS. I want to ensure that the north side of MBMS is a safe location for kids to be dropped off at picked up and to ensure that we do not have another child seriously injured while walking home from school.

I appreciate your immediate attention to this critical need.

Thank you,

Christine Itano-Cosner

1600 19th Street

Manhattan Beach, CA

310.406.7529

From: Wayne Powell [<mailto:waynepowellmb@yahoo.com>]
Sent: Friday, September 21, 2012 6:25 PM
To: Christine Itano-Cosner
Cc: Dave Carmany
Subject: RE: City Council: 08/07/12-8, "Award of Three-Year Contract for Crossing Guard Services."

Christine,

Thank you for your email. By way of cc, I'm following up with City Manager to determine the implementation date of the crossing guard.

Best regards,

Wayne

Wayne Powell

- Mayor, City of Manhattan Beach

- Los Angeles County Beach Commissioner

- Chair, South Bay Regional Public Communications Authority [911]

Phone: [\(310\) 545-2184](tel:3105452184)

Email: wpowell@citymb.info

Web: <https://sites.google.com/site/WaynePowell4MB>





--- On Fri, 9/21/12, Christine Itano-Cosner <itanocosner@gmail.com> wrote:

From: Christine Itano-Cosner <itanocosner@gmail.com>

Subject: RE: City Council: 08/07/12-8, "Award of Three-Year Contract for Crossing Guard Services."

To: "Wayne Powell" <waynepowellmb@yahoo.com>

Date: Friday, September 21, 2012, 10:19 AM

Hello Wayne,

I was following up on the implementation of my recommendations to ensure that the north side of MBMS is a safe location for kids to be dropped off and picked up and to ensure that we do not have another child seriously injured while walking home from school.

As you referred to in your previous email that I was so delighted to receive, you had spoken to City Manager Dave Carmany, regarding implementing my recommendations in the intersections of 18th/Herrin and 19th/Herrin. Do you have a projected timeframe for implementation?

Thank you for your service to our community and your concern for the safety of our children.

Take care,

Christine Itano-Cosner

1600 19th Street

Manhattan Beach, CA

310 406-7529

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

From: Wayne Powell [<mailto:waynepowellmb@yahoo.com>]

Sent: Tuesday, August 07, 2012 10:53 AM

To: Christine Itano-Cosner

Subject: Re: RE: City Council: 08/07/12-8, "Award of Three-Year Contract for Crossing Guard Services."

I talked with City Manager Dave Carmany this morning and he will be implementing your outstanding recommendations.

- Mayor Wayne Powell [via mobile Email] ~ Please excuse short message/typos.

----- Forwarded message -----

From: "Wayne Powell" <waynepowellmb@yahoo.com>

Date: Aug 6, 2012 9:49 PM

Subject: Re: City Council: 08/07/12-8, "Award of Three-Year Contract for Crossing Guard Services."

To: "Christine Itano-Cosner" <itanocosner@gmail.com>

Cc: "Eve Irvine" <eirvine@citymb.info>, "Dave Carmany" <dCarmany@citymb.info>

Christine,

Thank you for your excellent email. I want to ensure that all of the children in our city are safe while walking to school. Accordingly, by way of cc, I'm forwarding your email to Police Chief Eve Irvine and City Manager Dave Carmany for their review (and followup on the comprehensive safe routes to school study that was conducted). Again, thank you very much Christine for reaching out.

Best regards,

Wayne

Wayne Powell

- Mayor, City of Manhattan Beach

- Los Angeles County Beach Commissioner

- Chair, South Bay Regional Public Communications Authority [911]

Phone: (310) 545-2184

Email: wpowell@citymb.info

Web: https://sites.google.com/site/WaynePowell4MB

<image003.gif> <image004.jpg>

--- On Mon, 8/6/12, Christine Itano-Cosner <itanocosner@gmail.com> wrote:

From: Christine Itano-Cosner <itanocosner@gmail.com>

Subject: City Council: 08/07/12-8, "Award of Three-Year Contract for Crossing Guard Services."

To: CityCouncil@citymb.info

Date: Monday, August 6, 2012, 10:34 AM

Good Morning City Council Members,

My name is Christine Itano-Cosner. I am a 20 year resident of Manhattan Beach. In reviewing the City Council Meeting agenda for 7 August 2012, I would like to focus your attention on item 08/07/12:

8, "Award of Three-Year Contract for Crossing Guard Services...". With the 3 year renewal of this contract, I would assume that the Council would review the safety requirements for the area at the north end of the school. At this time there are no crossing guards and there was an accident where a 7th grader was hit as school was letting out on 18th and Herrin.

Myself as well as the residents that live on the north side of Manhattan Beach Middle School believe that a crossing guard is needed to ensure the safety of the children attending the school. I currently have one child at MBMS and one at MCHS. As mentioned, there has already been an accident where a 7th grader was hit and severely injured on the corner of 18th and Herrin while she was walking in a cross walk across 18th Street where there is a stop sign. A crossing guard is a signal to all drivers that they must slow down and be more cautious while driving in the area.

In addition, the 4 way stop at 19th and Herrin is an accident waiting to happen. Cars block the cross walk of students trying to cross the street at this intersection. Cars at the stops can't see students that are trying to walk around the cars blocking the cross walks. Cars roll through the stop signs as well. It is a very small window of time that the crossing guards are needed. If there were crossing guards at 18th/Herrin and 19th/Herrin 20 minutes before school starts and 20 minutes after school let out it would significantly increase our children's safety and prevent another accident from occurring.

I would welcome you to sit on my front porch (southeast corner of 19th/Herrin) at 2:55 on any school day and watch the volume of cars and students in the short 20 minute timeframe. I believe you would then have a first hand understanding of this critical need.

Thank you for your attention and consideration to this important issue.

Christine Itano-Cosner

1600 19th Street

Manhattan Beach

310 406-7529