



Agenda Item #: 07/0116.10

# Staff Report

## City of Manhattan Beach

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

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

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

**DATE:** January 16, 2007

**SUBJECT:** Uphold the Parking and Public Improvements Commission Recommendation to Remove the Painted Crosswalk at Sepulveda Boulevard and 14<sup>th</sup> Street and Post Signs to Prohibit East/West Pedestrian Crossings at this Intersection

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### RECOMMENDATION:

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

- Remove the painted crosswalk across Sepulveda Boulevard at 14<sup>th</sup> Street
- Post signs to prohibit east/west pedestrian crossings at this intersection

### FISCAL IMPLICATION:

The recommended modifications would be implemented by the City and could be accomplished through existing Public Works programs and budgets. Caltrans has indicated that it will likely reimburse the City for the costs.

### BACKGROUND:

The City recently received a request to remove the painted crosswalk across Sepulveda Boulevard at 14<sup>th</sup> Street. The requestors believe the presence of the crosswalk contributes to a pedestrian safety problem at the intersection. As the Sepulveda Boulevard right of way is owned and maintained by the State of California, staff discussed the matter with Caltrans. Caltrans indicated that it would authorize removal of the crosswalk if the request is approved by the City. The issue was reviewed by the Parking and Public Improvements Commission at their meeting on December 7, 2006.

### DISCUSSION

As described in the attached report, the Traffic Engineer supports eliminating the crosswalk and posting signs to prohibit east/west pedestrian crossings at the intersection. He feels the uncontrolled intersection at 14<sup>th</sup> Street is not an appropriate place for pedestrians to cross Sepulveda and that pedestrians should be directed to cross at the traffic signal at Manhattan Beach Boulevard.

No public testimony was given at the PPIC meeting. The Commission agreed with the Traffic Engineer's findings and voted unanimously to approve his recommendations.

Notice of this Council meeting has been sent to all residences and businesses within 300 feet of the subject intersection. In addition, per Vehicle Code requirements Community Development staff has posted notices at the intersection stating that removal of the crosswalk is under consideration.

**ALTERNATIVES:**

1. Approve the staff recommendation.
2. Remove this item from the Consent Calendar and provide staff with direction.

- Attachments:
- A. Excerpt from PPIC minutes of 12/7/06
  - B. PPIC report dated 12/7/06, with attachments
  - C. Meeting notice, 1/3/07

**CITY OF MANHATTAN BEACH  
PARKING AND PUBLIC IMPROVEMENTS COMMISSION  
MINUTES OF REGULAR MEETING  
DECEMBER 7, 2006**

**2. Consideration of Removal of Marked Crosswalk - Sepulveda Boulevard at 14th Street**

Traffic Engineer Erik Zandvliet presented staff's report and recommendation to remove the existing painted crosswalk and install "No Pedestrian Crossing" signs across Sepulveda Boulevard at 14<sup>th</sup> Street.

In response to questions from Acting Chairperson Seville-Jones, Traffic Engineer Zandvliet explained that staff's recommendation is from a safety standpoint and is based on the high traffic volumes.

**Audience Participation**

None

**Discussion**

Commissioner Paralusz indicated that she lives near this area and is in support of staff's recommendations.

Commissioner Osterhout stated that he is not in favor of the "No Pedestrian Crossing" signage, as there will no longer be a crosswalk.

Acting Chairperson Seville-Jones commended the residents who brought this request forward as this location poses such a safety issue. She agrees with the crosswalk removal but questions the need for the "No Pedestrian Crossing" signage and how it differs from other locations.

Traffic Engineer Zandvliet explained that as this location had a crosswalk originally and the markings will be faded, the "No Pedestrian Crossing" sign is appropriate. The City could be open to some legal exposure if there was no sign.

Commissioner Seville-Jones stated that if the reason for the sign is because there used to be a crosswalk, she will support it. She would ask that the sign be installed for a limited time – to make pedestrians aware that the crosswalk is no longer there. She does not support the signage for an infinite amount of time as this location is not distinguishable from other locations throughout the City.

**DRAFT**


A motion was MADE and SECONDED (Paralusz/Donahue) to approve staff's recommendation to remove the existing painted crosswalk and install "No Pedestrian Crossing" signs across Sepulveda Boulevard at 14<sup>th</sup> Street.

AYES: Donahue, Osterhout, Paralusz, Acting Chairperson Seville-Jones  
NOES: None  
ABSENT: None  
ABSTAIN: None

**DRAFT**

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

**TO:** Parking and Public Improvements Commission

**FROM:** Richard Thompson, Director of Community Development  
Robert D. Osborne, Management Analyst  RD

**BY:** Erik Zandvliet, Traffic Engineer

**DATE:** December 7, 2006

**SUBJECT:** Request to Remove Crosswalk Across Sepulveda Boulevard at 14<sup>th</sup> Street

**RECOMMENDATION:**

It is recommended that the Commission support staff's recommendation to remove the existing painted crosswalk and install "No Pedestrian Crossing" signs across Sepulveda Boulevard at 14<sup>th</sup> Street.

**BACKGROUND:**

In October 2006, Mr. Robert J. Lauson and Mr. Mark Bair requested the removal of the existing painted crosswalk across Sepulveda Boulevard at 14<sup>th</sup> Street. The requestors believe having a crosswalk at an uncontrolled location is less safe than not having one. This section of Sepulveda Boulevard has seven lanes of traffic. Mr. Lauson has been in contact with Caltrans representatives who recommended he forward the request to the City for consideration. If approved by the City, Caltrans indicated the State would remove the crosswalk at this location.

**DISCUSSION:**

Sepulveda Boulevard is a major arterial street that serves as both primary access for commercial businesses and regional access for commuters in the South Bay region. Sepulveda Boulevard carries approximately 60,000 vehicles per day with three lanes in each direction and a posted speed limit of 35 mph. The prevailing speed in this segment is between 38mph and 43 mph. Sepulveda Boulevard is controlled with traffic signals at 18<sup>th</sup> Street approximately 900 feet to the north of the crosswalk location and at Manhattan Beach Boulevard approximately 550 feet to the south. There are no other uncontrolled painted crosswalks on Sepulveda Boulevard within the City limits. The adjacent land use is commercial, with a Target store on the east side of the street and various small businesses on the west side.

The traffic collision history on this street segment indicates a collision rate of 2.50 accidents per million vehicle miles (acc/mvm), which is higher than the expected 2.10 acc/mvm for similar roadways. According to City records analyzed during a 3¾ year period between January 1, 2001 and September 30, 2004, there have been an average of 4.8 vehicle collisions per year reported at this intersection, primarily caused by left turn violations. No pedestrian collisions were reported at or near the subject crosswalk during this same period.



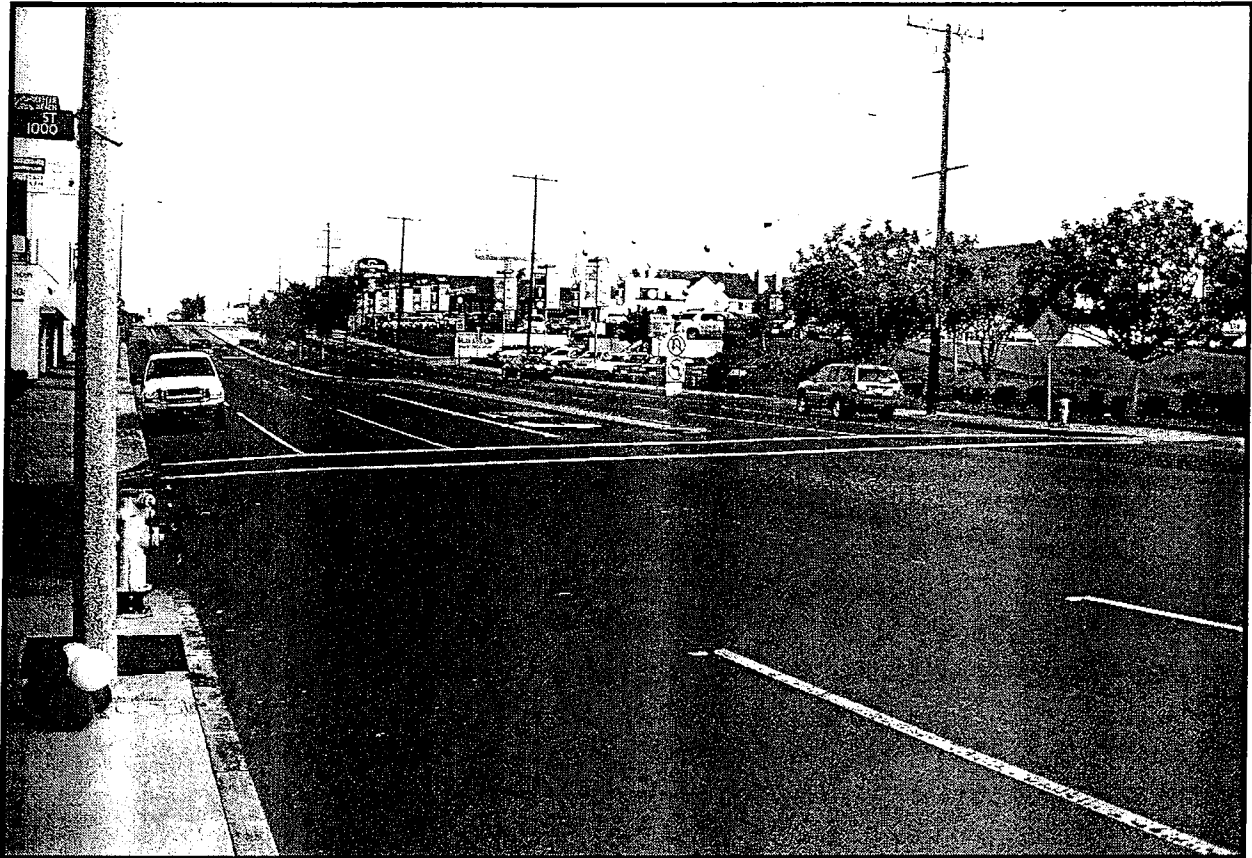
Crosswalk Across Sepulveda Boulevard at 14<sup>th</sup> Street Looking East

The California Vehicle Code Section 275 defines a crosswalk as:

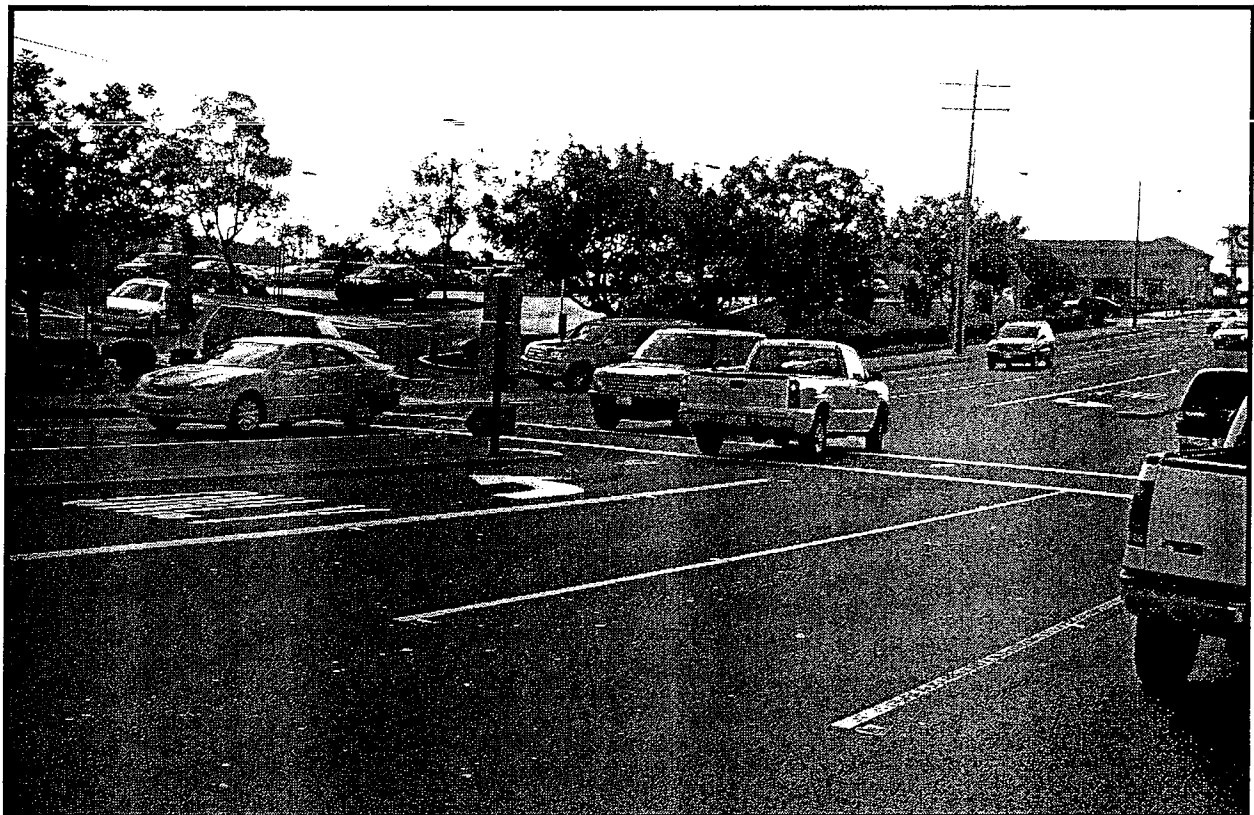
1. That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at (an) intersection where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street.
2. Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Notwithstanding the foregoing provisions of this section, there shall not be a crosswalk where local authorities have placed signs indicating no crossing.

The primary purpose of a painted crosswalk is to encourage pedestrians to cross at the best available location by providing positive guidance and control and/or where a recommended crossing may not be obvious to the pedestrian. The painting of crosswalks should be carefully weighed so that an increase in the collision rate is avoided.



Crosswalk Across Sepulveda Boulevard at 14<sup>th</sup> Street Looking North



Crosswalk Across Sepulveda Boulevard at 14<sup>th</sup> Street Looking South

When possible, pedestrians should always cross at controlled crossings, especially in business districts. Drivers have sufficient time at controlled locations to react to pedestrians and pedestrians can cross with some degree of protection. Numerous studies have found that painted crosswalks are less safe than unmarked crosswalks at uncontrolled locations. (See attachment.) This is because pedestrians tend to be bolder and less cautious when crossing between two crosswalk lines, while the driver's perspective of those same lines is very faint. Pedestrians use more caution and are more alert when entering a street at an unmarked crosswalk.

Since Sepulveda Boulevard carries approximately 60,000 vehicles per day, pedestrian crossings should be protected by signals whenever possible and discouraged at uncontrolled locations. Observed pedestrian crossing volumes are very low. Heavy curb parking demand on the west side reduces the ability for pedestrians to see approaching vehicles. There is a vertical curve just north of the crosswalk location that reduces the sight distance for southbound drivers approaching the crosswalk. In addition, a pedestrian may be hidden from view by vehicles yielding the right-of-way to a pedestrian in adjacent lanes. A signalized crosswalk is located less than 600 feet to the south. It should also be noted that a pedestrian path is not provided through the Target parking lot near the crosswalk.

Since pedestrian volumes are very low, enhanced crosswalk treatments such as flashing beacons, in-pavement lights and pedestrian signals would not be justified at this location.

Based on the study findings, high traffic volumes on Sepulveda Boulevard and Statewide guidelines for the installation of painted crosswalks, staff recommends removal of the existing painted crosswalk and installation of "No Pedestrian Crossing" signs across Sepulveda Boulevard at 14<sup>th</sup> Street.

Public notices of the request for crosswalk removal have been mailed to adjacent commercial businesses and residents within a 300 foot radius, and posted at the crosswalk location pursuant to California Vehicle Code Section 21950.5

- Attachments:
1. Existing Crosswalk Aerial Photo
  2. Request Letters
  3. Notices
  4. Crosswalk Information

C:\My Documents\Projects\JN 16242-Manhattan Beach TE\PPIC\PPIC-sepuveda 14th crosswalk 12-7-06.doc





City of Manhattan Beach  
Department of Community Development

HIGHLAND AT 27<sup>TH</sup> STREET  
REQUEST FOR CROSSWALK

**Rob Osborne**

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**From:** Richard Thompson  
**nt:** Thursday, October 12, 2006 7:49 AM  
**To:** Rob Osborne; Erik Zandvliet  
**Subject:** FW: Sepulveda Blvd. Traffic Issues

Here is the response to Sepulveda traffic issues. Please follow-up as indicated.

Richard Thompson  
Director of Community Development

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

**From:** Richard Thompson  
**Sent:** Thursday, October 12, 2006 7:47 AM  
**To:** 'Robert Lauson'; 'Mark Bair'  
**Cc:** List - City Council; Geoff Dolan  
**Subject:** Sepulveda Blvd. Traffic Issues

Dear Mr. Lauson and Mr. Bair:

Your e-mails below requesting that the City study and recommend to Cal Trans no parking on the west side of Sepulveda, and to remove the crosswalk on Sepulveda at 14<sup>th</sup> were forwarded to me for response.

Your suggestion to prohibit parking on the West side of the street may improve regional circulation for southbound traffic by providing an additional travel lane. However, locally we believe there would be significant opposition from the businesses on that side of the street which depends upon parking for their customers. Also Oak Avenue residents would be concerned about increase commercial traffic and parking impacts within their neighborhood. Inasmuch as a study of this nature would involve addressing each of these issues and would impact the current schedule for addressing other major traffic studies that are under review, staff will not initiate it without support and direction from the City Council.

We agree with your concerns regarding the crosswalk at 14<sup>th</sup> Street and will initiate a study to have it removed. The city's Traffic Engineer will review the situation and present his findings to Parking and Public Improvements Commission and then to the City Council for a final recommendation to Cal Trans. Please contact Rob Osborne at 310 802-5540 as to when the item will be discussed by the Commission.

Richard Thompson  
Director of Community Development

**Mark Bair** <Mark@TeamHighBeam.com> wrote:

CC: "Robert J. Lauson" <bob@lauson.com>,  
Fran Shea <franshea@verizon.net>,  
Linda Bair <lhbair@hotmail.com>,  
Pam Negoro <pnegoro@hotmail.com>,  
rosborne@citymb.info  
From: Mark Bair <Mark@TeamHighBeam.com>  
Subject: Fwd: S. Sepulveda Parking in M.B.  
Date: Fri, 6 Oct 2006 14:31:30 -0700

To: mward@citymb.info,  
ntell@citymb.info,  
jaldinger@citymb.info,  
rmontgomery@citymb.info,  
jfahey@citymb.info

Dear Council Members,

I am writing to add my support to the points Mr. Bob Lawson has raised in an email to you, concerning traffic issues on South Sepulveda Boulevard (attached).

I too am a resident - my wife, two daughters and I have lived in Manhattan Beach for four years. We live in the Tree Section on N. Poinsettia Ave.

I believe that the street parking situation described by Mr. Lawson has been creating chronic and unnecessary traffic congestion for anyone driving south on Sepulveda in Manhattan Beach during "lunch hours" (approximately 12 noon - 2:00 pm) as well as afternoon/evening rush hours. Many Manhattan Beach residents are adversely affected.

This is an issue that I think could be readily solved through action on your part. Mr. Lawson has explored the remedy with the appropriate people at CalTrans, who have indicated a willingness to take appropriate action, provided that City of MB Council takes the initiative on behalf of residents and others driving through our city.

I also believe the situation Mr. Lawson points out concerning the crosswalk at 14th and Sepulveda is something that should be addressed with urgency - especially in view of the tragic consequences that occurred in a similar situation in Hermosa Beach.

I know this council prides itself on proactively addressing safety and quality of life issues affecting residents of Manhattan Beach. I hope you will act accordingly to address the issues described.

Please contact me with any questions or comments you may have on this.

Sincerely,

Mark Bair

Mark E. Bair  
CEO & Co-founder  
HighBeam Marketing, LLC

400 Continental Blvd., 6th floor  
El Segundo, CA 90245

(310) 426-2841- Office  
(818) 903-4667- Cell

Begin forwarded message:

> From: "Robert J. Lauson"  
> Date: October 6, 2006 11:53:25 AM PDT  
> To: , ,  
> , ,  
>  
> Cc: "Mark Bair" , "Fran Shea"  
> , "Rob Osborne"  
> Subject: Re: S. Sepulveda Parking in M.B.  
> Reply-To: "Robert J. Lauson"  
>  
> Dear Council Members,  
>  
> We believe the vast majority of City residents would like to see  
> the daytime parking on South Sepulveda Boulevard (west side of the  
> street) eliminated. Very few cars actually use this parking as  
> most if not all merchants have rear parking, but the few who do  
> park on Sepulveda significantly reduce the possible traffic flow,  
> causing long backups particularly at Manhattan Beach Boulevard.  
> For the good of nearly all, the daytime parking should be  
> eliminated on this side of the street. On the east (northbound)  
> side there generally is no parking and the traffic flows much better..  
>  
> Additionally, the cross-walk at 14th street from the Target parking  
> lot is dangerous and should be removed. In the entire late  
> afternoon/early evening the traffic is backed up on Sepulveda  
> waiting for the light at Manhattan Beach Boulevard, and persons  
> attempting to use the crosswalk are hidden by the cars, giving rise  
> to a very dangerous situation. For example, if lanes 1 and 2 are  
> backed up (with large vehicles like SUVs) but lane 3 along the curb  
> is moving along as often happens, the persons crossing the street  
> are not seen (hidden by the stopped traffic) by drivers approaching  
> in lane 3. Once daylight savings time end this hazard will be much  
> worse. Anyone attempting to cross there is taking a big chance,  
> yet the crosswalk is painted in the road. I believe a death of a  
> child in a crosswalk at (16th St.?) the Pavilion (24 Hour Fitness  
> Bldg.) in Hermosa Beach is what caused the stop light to be added  
> there. A stop light at 14th street in M.B. seem highly  
> undesirable. The few persons desiring to cross from Target at 14th  
> Street will have to walk up to M.B. Blvd.  
>  
> CalTrans informs me upon a resolution from the Manhattan Beach City  
> council, they will happily and speedily make both these changes to  
> the State Highway, at their own expense. The City Public Works  
> Department is requesting authorization from you to do a traffic  
> study since this is not city property (see emails below). Please  
> through whatever action is necessary so authorize them Thanks.  
> Additionally, if you can do anything to get this matter fast  
> tracked, especially the crosswalk at 14th which is a safety issue,  
> and the lost productivity of persons in our City stuck in  
> unnecessary traffic, that would be appreciated.

- >
- > Please contact us with any questions or comments.
- >
- > Bob Lauson
- >
- > LAUSON & ASSOCIATES
- > 1600 Rosecrans Ave., 4th Floor
- > Manhattan Beach, CA 90266
- > Tel. (310) 321-7890
- > Fax (310) 321-7891
- > [www.lauson.com](http://www.lauson.com)
- > Intellectual Property Law
- > Patents, Trademarks & Copyrights



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

November 27, 2006

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

Re: Crosswalk Evaluation – Sepulveda Boulevard and 14<sup>th</sup> Street

Dear Resident/Business Owner:

The City has been asked to consider removing the painted crosswalk at the intersection of Sepulveda Boulevard and 14<sup>th</sup> Street. It has been suggested that the crosswalk is detrimental to pedestrian safety. An analysis will be presented to the Parking and Public Improvements Commission at a public meeting on Thursday, December 7, 2006.

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

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

Sincerely,

Rob Osborne  
Management Analyst  
Community Development Department



City Hall

1400 Highland Avenue

Manhattan Beach, CA 90266-4795

Telephone (310) 802-5000

FAX (310) 802-5001

# PUBLIC NOTICE

The City of Manhattan Beach is considering removing the painted crosswalk at the intersection of Sepulveda Boulevard and 14<sup>th</sup> Street. It has been suggested that the crosswalk is detrimental to pedestrian safety. If you would like to express to an opinion regarding this matter, please do one of the following:

- Call (310) 802-5540
- E-mail [rosborne@citymb.info](mailto:rosborne@citymb.info)
- Attend the meeting of the Manhattan Beach Parking and Public Improvements Commission on Thursday, December 7, 2006. The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m.

Rob Osborne  
Community Development Department  
City of Manhattan Beach

November 30, 2006

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

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

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

and access, whether by foot, wheelchair, walker, or stroller, be provided to the residents of the state.  
(b) In accordance with the policy declared under subdivision (a), it is the intent of the Legislature that all levels of government in the state, particularly the Department of Transportation, work to provide convenient and safe passage for pedestrians on and across all streets and highways, increase levels of walking and pedestrian travel, and reduce pedestrian fatalities and injuries.

Added Sec. 6, Ch. 833, Stats. 2000. Effective January 1, 2001.

#### Right-of-Way at Crosswalks

21950. (a) The driver of a vehicle shall yield the right-of-way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at an intersection, except as otherwise provided in this chapter.

(b) ( ) <sup>1</sup> This section does not relieve a pedestrian from the duty of using due care for his or her safety. No pedestrian ( ) <sup>2</sup> may suddenly leave a curb or other place of safety and walk or run into the path of a vehicle ( ) <sup>3</sup> that is so close as to constitute an immediate hazard. No pedestrian ( ) <sup>2</sup> may unnecessarily stop or delay traffic while in a marked or unmarked crosswalk.

(c) The driver of a vehicle approaching a pedestrian within any marked or unmarked crosswalk shall exercise all due care and shall reduce the speed of the vehicle or take any other action relating to the operation of the vehicle as necessary to safeguard the safety of the pedestrian.

(d) ( ) <sup>4</sup> Subdivision (b) ( ) <sup>2</sup> does not relieve a driver of a vehicle from the duty of exercising due care for the safety of any pedestrian within any marked crosswalk or within any unmarked crosswalk at an intersection.

Amended Sec. 8, Ch. 833, Stats. 2000. Effective January 1, 2001.

The 2000 amendment added the italicized material, and at the point(s) indicated, deleted the following:

1. "The provisions of this section shall"
2. "shall"
3. "which"
4. "The provisions of subdivision"

#### Removal of Marked Crosswalk Notification

21950.5 (a) An existing marked crosswalk may not be removed unless notice and opportunity to be heard is provided to the public not less than 30 days prior to the scheduled date of removal. In addition to any other public notice requirements, the notice of proposed removal shall be posted at the crosswalk identified for removal.

(b) The notice required by subdivision (a) shall include, but is not limited to, notification to the public of both of the following:

- (1) That the public may provide input relating to the scheduled removal.
- (2) The form and method of providing the input authorized by paragraph (1).

Added Sec. 9, Ch. 833, Stats. 2000. Effective January 1, 2001.

#### Vehicles Stopped for Pedestrians

21951. Whenever any vehicle has stopped at a marked crosswalk or at any unmarked crosswalk at an intersection to permit a pedestrian to cross the roadway the driver of any other vehicle approaching from the rear shall not overtake and pass the stopped vehicle.

#### Light-of-Way on Sidewalk

21952. The driver of any motor vehicle, prior to driving over or upon any sidewalk, shall yield the right-of-way to any pedestrian approaching thereon.

#### Tunnel or Overhead Crossing

21953. Whenever any pedestrian crosses a roadway other than by means of a pedestrian tunnel or overhead pedestrian crossing, if a pedestrian tunnel or overhead crossing serves the place where the pedestrian is crossing the roadway, such pedestrian shall yield the right-of-way to all vehicles on the highway so near as to constitute an immediate hazard.

This section shall not be construed to mean that a marked crosswalk, with or without a signal device, cannot be installed where a pedestrian tunnel or overhead crossing exists.

Amended Ch. 680, Stats. 1972. Effective March 7, 1973.

#### Pedestrians Outside Crosswalks

21954. (a) Every pedestrian upon a roadway at any point other than within a marked crosswalk or within an unmarked crosswalk at an intersection shall yield the right-of-way to all vehicles upon the roadway so near as to constitute an immediate hazard.

(b) The provisions of this section shall not relieve the driver of a vehicle from the duty to exercise due care for the safety of any pedestrian upon a roadway.

Amended Ch. 1015, Stats. 1971. Operative May 3, 1972.

#### Crossing Between Controlled Intersections

21955. Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk.

#### Pedestrian on Roadway

21956. (a) No pedestrian ( ) may walk upon any roadway outside of a business or residence district otherwise than close to his or her left-hand edge of the roadway.

(b) A pedestrian may walk close to his or her right-hand edge of the roadway if a crosswalk or other means of safety crossing the roadway is not available or if existing traffic or other conditions would compromise the safety of a pedestrian attempting to cross the road.

Amended Sec. 10, Ch. 833, Stats. 2000. Effective January 1, 2001.

The 2000 amendment added the italicized material, and at the point(s) indicated, deleted the following "shall"

#### Hitchhiking

21957. No person shall stand in a roadway for the purpose of soliciting a ride from the driver of any vehicle.

#### Skating or Tobogganing

21959. It is unlawful for any person to ski or toboggan on or across any roadway in such manner as to interfere with the movement of vehicles thereon. A person on skis proceeding on or across a highway at a pace no greater than a walk is not within the prohibition of this section and shall be considered to be a pedestrian with all the rights and duties thereof as prescribed in this code.

Amended Ch. 46, Stats. 1972. Effective March 7, 1973.

Speed  
Parking Max Speed

WRC  
WRC



The individual triangles comprising the yield line should have a base of 300 to 600 mm (12 to 24 in) wide and a height equal to 1.5 times the base. The space between the triangles should be 75 to 300 mm (3 to 12 in).

**Option:**

Yield lines may be used to indicate the point behind which vehicles are required to yield in compliance with a YIELD (R1-2) sign or a Yield Here to Pedestrians (R1-5 or R1-5a) sign.

**Guidance:**

If used, stop and yield lines should be placed a minimum of 1.2 m (4 ft) in advance of the nearest crosswalk line at controlled intersections, except for yield lines at roundabout intersections as provided for in Section 3B.24 and at midblock crosswalks. In the absence of a marked crosswalk, the stop line or yield line should be placed at the desired stopping or yielding point, but should be placed no more than 9 m (30 ft) nor less than 1.2 m (4 ft) from the nearest edge of the intersecting traveled way. Stop lines should be placed to allow sufficient sight distance to all other approaches to an intersection.

If used at an unsignalized midblock crosswalk, yield lines should be placed adjacent to the Yield Here to Pedestrians sign located 6.1 to 15 m (20 to 50 ft) in advance of the nearest crosswalk line, and parking should be prohibited in the area between the yield line and the crosswalk (see Figure 3B-15).

Stop lines at midblock signalized locations should be placed at least 12 m (40 ft) in advance of the nearest signal indication (see Section 4D.15).

**Support:**

Drivers who yield too close to crosswalks on multi-lane approaches place pedestrians at risk by blocking other drivers' views of pedestrians.

**Support:**

As defined in CVC 377, a "limit line" is a solid white line not less than 300 mm (12 in) nor more than 600 mm (24 in) wide, extending across a roadway or any portion thereof to indicate the point at which traffic is required to stop in compliance with legal requirements.

**Standard:**

**For all purposes, limit line(s) as defined per CVC 377 shall mean stop line(s).**

**A limit line shall be placed in conjunction with STOP (R1-1) signs on paved approaches, except where marked crosswalk exists.**

**Guidance:**

If a sidewalk exists, the limit line should be placed in advance of an unmarked crosswalk area.

**Option:**

A limit line may be placed in advance of a crosswalk where vehicles are required to stop, in compliance with a STOP (R1-1) sign, traffic control signal or some other traffic control device.

**Support:**

If a marked crosswalk is in place, it would normally function as a limit line.

Typical limit line markings are shown in Figure 3B-103(CA).

**Standard:**

**The individual triangles comprising the yield line shall have a base of 0.6 m (2 ft) wide and a height of 0.9 m (3 ft). The space between the triangles shall be 0.3 m (1 ft).**

**Support:**

Figure 3B-14(CA) shows typical yield line layout for streets and highways.

### **Section 3B.17 Crosswalk Markings**

**Support:**

Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops.

Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by highway traffic signals or STOP signs.

At nonintersection locations, crosswalk markings legally establish the crosswalk.

**Standard:**

When crosswalk lines are used, they shall consist of solid white lines that mark the crosswalk. They shall be not less than ~~150 mm (6 in)~~ 300 mm (12 in) nor greater than 600 mm (24 in) in width.

**Guidance:**

If transverse lines are used to mark a crosswalk, the gap between the lines should not be less than 1.8 m (6 ft). If diagonal or longitudinal lines are used without transverse lines to mark a crosswalk, the crosswalk should be not less than 1.8 m (6 ft) wide.

Crosswalk lines, if used on both sides of the crosswalk, should extend across the full width of pavement or to the edge of the intersecting crosswalk to discourage diagonal walking between crosswalks (see Figures 3B-15 and 3B-16).

Crosswalks should be marked at all intersections where there is substantial conflict between vehicular and pedestrian movements.

Marked crosswalks also should be provided at other appropriate points of pedestrian concentration, such as at loading islands, midblock pedestrian crossings, or where pedestrians could not otherwise recognize the proper place to cross.

Crosswalk lines should not be used indiscriminately. An engineering study should be performed before they are installed at locations away from highway traffic signals or STOP signs.

Because nonintersection pedestrian crossings are generally unexpected by the road user, warning signs (see Section 2C.41) should be installed and adequate visibility should be provided by parking prohibitions.

**Support:**

Section 3B.16 contains information regarding placement of stop line markings near crosswalk markings.

**Option:**

For added visibility, the area of the crosswalk may be marked with white diagonal lines at a 45-degree angle to the line of the crosswalk or with white longitudinal lines parallel to traffic flow as shown in Figure 3B-16.

When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted. This type of marking may be used at locations where substantial numbers of pedestrians cross without any other traffic control device, at locations where physical conditions are such that added visibility of the crosswalk is desired, or at places where a pedestrian crosswalk might not be expected.

**Guidance:**

If used, the diagonal or longitudinal lines should be 300 to 600 mm (12 to 24 in) wide and spaced 300 to 1500 mm (12 to 60 in) apart. The marking design should avoid the wheel paths, and the spacing should not exceed 2.5 times the line width.

**Option:**

When an exclusive pedestrian phase that permits diagonal crossing is provided at a traffic control signal, a marking as shown in Figure 3B-17 may be used for the crosswalk.

**Standard:**

Crosswalk markings near schools shall be yellow as provided in CVC 21368. See Part 7.

**Option:**

Pedestrian crosswalk markings may be placed at intersections, representing extensions of the sidewalk lines, or on any portion of the roadway distinctly indicated for pedestrian crossing. Refer to CVC 275.

**Guidance:**

In general, crosswalks should not be marked at intersections unless they are intended to channelize pedestrians. Emphasis is placed on the use of marked crosswalks as a channelization device.

The following factors may be considered in determining whether a marked crosswalk should be used:

- Vehicular approach speeds from both directions.
- Vehicular volume and density.
- Vehicular turning movements.
- Pedestrian volumes.
- Roadway width.
- Day and night visibility by both pedestrians and motorists.

- Channelization is desirable to clarify pedestrian routes for sighted or sight impaired pedestrians.
- Discouragement of pedestrian use of undesirable routes.
- Consistency with markings at adjacent intersections or within the same intersection.

Option:

Crosswalk markings may be established between intersections (mid-block) in accordance with CVC 21106(a).

Guidance:

Mid-block pedestrian crossings are generally unexpected by the motorist and should be discouraged unless, in the opinion of the engineer, there is strong justification in favor of such installation. Particular attention should be given to roadways with two or more traffic lanes in one direction as a pedestrian may be hidden from view by a vehicle yielding the right-of-way to a pedestrian.

Option:

When diagonal or longitudinal lines are used to mark a crosswalk, the transverse crosswalk lines may be omitted.

Standard:

**However, when the factor that determined the need to mark a crosswalk is the clarification of pedestrian routes for sight-impaired pedestrians, the transverse crosswalk lines shall be marked.**

Option:

At controlled approaches, limit lines (stop lines) help to define pedestrian paths and are therefore a factor the engineer may consider in deciding whether or not to mark the crosswalk.

Where it is desirable to remove a marked crosswalk, the removal may be accomplished by repaving or surface treatment.

Guidance:

A marked crosswalk should not be eliminated by allowing it to fade out or be worn away.

Support:

The worn or faded crosswalk retains its prominent appearance to the pedestrian at the curb, but is less visible to the approaching driver.

Standard:

**Notification to the public shall be given at least 30 days prior to the scheduled removal of an existing marked crosswalk. The notice of proposed removal shall inform the public how to provide input related to the scheduled removal and shall be posted at the crosswalk identified for removal. Refer to CVC 21950.5**

Option:

Signs may be installed at or adjacent to an intersection directing that pedestrians shall not cross in a crosswalk indicated at the intersection in accordance with CVC 21106(b).

White PED XING pavement markings may be placed in each approach lane to a marked crosswalk, except at intersections controlled by traffic signals or STOP or YIELD signs.

### **Section 3B.18 Parking Space Markings**

Support:

Marking of parking space boundaries encourages more orderly and efficient use of parking spaces where parking turnover is substantial. Parking space markings tend to prevent encroachment into fire hydrant zones, bus stops, loading zones, approaches to intersections, curb ramps, and clearance spaces for islands and other zones where parking is restricted. Examples of parking space markings are shown in Figure 3B-18 3B-18(CA).

Standard:

**Parking space markings shall be white.**

Option:

Blue lines may supplement white parking space markings of each parking space designated for use only by persons with disabilities.

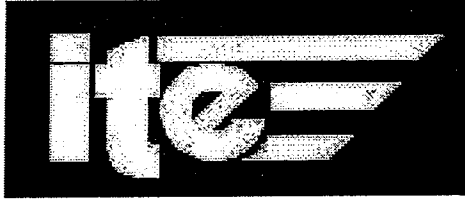
Support:

Additional parking space markings for the purpose of designating spaces for use only by persons with disabilities are discussed in Section 3B.19 and illustrated in Figure 3B-19 3B-19(CA).

Support:

Refer to CVC 22500 through 22522 for parking space markings.

Refer to Section 2B.39 for Parking Regulations.



## **CROSSWALKS**

### **WHEN IS A CROSSWALK UNSAFE?**

Apparently, whenever it is painted on the street!

A number of years back, the City of San Diego published some startling results in a very extensive study of the relative safety of marked and unmarked crosswalks. San Diego looked at 400 intersections for five years (without signals or four-way stops) that had a marked crosswalk on one side and an unmarked crosswalk on the other. About two and one half times as many pedestrians used the marked crosswalk, but about six times as many accidents were reported in the marked crosswalk!

Long Beach studied pedestrian safety for three years (1972 through 1974) and found eight times as many reported pedestrian accidents at intersections with marked crosswalks than at those without. One explanation of this apparent contradiction of common sense is the false security pedestrians feel at the marked crosswalk. Two painted lines do not provide protection against an oncoming vehicle and the real burden of safety has to be on the pedestrian to be alert and cautious while crossing any street. A pedestrian can stop in less than three feet, while a vehicle traveling at 25 mph will require 60 feet and at 35 mph approximately 100 feet.

The California Vehicle Code says that a crosswalk exists at all intersections unless pedestrian crossing is prohibited by signs. Some of these crosswalks are marked with painted lines, but most of them are not. Pedestrian crosswalk marking is a method of encouraging pedestrians to use a particular crossing. Such marked crossings may not be as safe as an unmarked crossing at the same location. Therefore, crosswalks should be marked only where necessary for the guidance and control of pedestrians, to direct them to the safest of several potential routes.

From the *Traffic Information Program Series*

An Institute of Transportation Engineers Informational Report  
Co-sponsored by the Automobile Club of Southern California



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January 3, 2007

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

Re: Crosswalk Evaluation – Sepulveda Boulevard and 14<sup>th</sup> Street

Dear Resident/Property Owner:

On December 7, 2006, the Parking and Public Improvements Commission reviewed a request to remove the painted crosswalk at the intersection of Sepulveda Boulevard and 14<sup>th</sup> Street. It has been suggested that the crosswalk is detrimental to pedestrian safety. The Commission recommended that the crosswalk be eliminated and that east/west pedestrian crossings be prohibited at this intersection.

The City Council will review this matter at a public meeting on Tuesday, January 16, 2007. The meeting will be held in the City Council Chamber, 1400 Highland Avenue, and will begin at 6:30 p.m.

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

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

Sincerely,

Rob Osborne  
Management Analyst  
Community Development Department

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

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