CITY OF MANHATTAN BEACH
DEPARTMENT OF COMMUNITY DEVELOPMENT

TO: Parking and Public Improvements Commission

FROM: Erik Zandvliet, T.E., City Traffic Engineer

DATE: October 24, 2019

SUBJECT: Review of Two Safe Routes to School Project Improvements on Blanche Road near 29th Street

RECOMMENDATION:

That the Commission hear public testimony and recommend that the City Council receive and file this staff report.

BACKGROUND:

Beginning in 2011, the City of Manhattan Beach applied for and received three State and federal grants to construct pedestrian facilities, access and safety related improvements throughout the City. These grants included:

- Federal Cycle 3 Safe Routes to Schools (SRTS) grant (October 2011).
- Federal Cycle 5 Highway Safety Improvement Program (HSIP) grant (October 2011).
- State $447,700 Cycle 10 Safe Routes to Schools (SR2S) grant (June 2012).

The majority of the proposed pedestrian improvements funded by these grants are located next to schools or along pedestrian routes to those schools. All of the pedestrian enhancements identified in the design specifications are proven safety countermeasures and conform to industry standards as identified in the Manual on Traffic Control Devices (MUTCD) issued by the Federal Highway Administration (FHWA). All three grant applications were prepared in cooperation with representatives of the Manhattan Beach Unified School District and Manhattan Beach Police Department. The City conducted meetings with school administration and key school stakeholders to identify problem locations, high crossing locations, and potential solutions prior to submitting the applications. Additionally, several meetings regarding the proposed improvements were held with Grandview Elementary personnel and parents, the Parking and Public Improvements Commission and City Council.

On September 19, 2018, and November 20, 2018, City Council awarded bids to two contractors for the Cycle 10 and Cycle 3 pedestrian improvements, respectively. In January 2019, prior to the start of work, residents located within 500 feet of each location were notified of the upcoming construction projects.

On February 19, 2019, in response to residents' concerns regarding the flashing beacon system and speed awareness sign on Blanche Road near 29th Street, the City Council requested that these SRTS proposed improvements be brought back for a staff report and further discussion. At the March 6 meeting, the City Council discussed the staff report (Exhibit 1), heard public testimony from four residents, directed staff to proceed with construction, and agendized the

item for review in six months after construction was complete. This report provides an update on this subject and an opportunity to discuss the post-construction operating conditions with the adjacent residents.

DISCUSSION:
As part of the Cycle 3 and Cycle 10 Safe Routes to School Grant projects, two safety measures were approved in the Grandview Elementary School area on Blanche Road at or near 29th Street:

1. A rapid flashing beacon/in-roadway warning light system and high visibility crosswalk on the south leg of Blanche Road at 29th Street, and
2. An electronic speed feedback sign on the west side of Blanche Road north of 29th Street.

When construction began, residents raised concerns about the appearance, justification, and appropriateness of the new traffic measures adjacent to their homes. (See Exhibit 2) One of their main objections was the brightness of the flashing beacons at night. Pursuant to City Council direction, Engineering staff worked with the residents to modify the original design to alleviate these concerns. The modifications included the following:

1. Installation of shields around the beacons to reduce light glare,
2. Installation of a dawn/dusk switch to prevent the beacons from operating at night,
3. Removal of the audible features to eliminate noise impacts.
4. Relocation of the speed feedback sign next to the rear property lines to reduce visual impact from adjacent private properties.
5. Programming the speed feedback signs to reduce brightness with ambient light conditions.

The rapid flashing beacons and in-roadway lights are only activated when the controller is pushed, and flash for a short duration while pedestrians cross the street. It should be noted that both the rapid flashing beacons and in-roadway warning lights operate during the day for maximum visibility when children and others are crossing, while only the in-roadway warning lights are activated at night to minimize light glare but raise driver awareness when pedestrians cross at night.

It is the Traffic Engineer's professional opinion that all of the design elements are needed during the daytime in order to work together as a complete crossing system. First, the high-visibility crosswalk markings designate the proper crossing path for pedestrians and helps alerts drivers via roadway markings. Next, rectangular rapid flashing beacons have the highest driver compliance rate of any flashing beacon type, pursuant to documented studies, during daytime conditions. They are mounted at eye-level to catch the motorist's attention. Lastly, the in-pavement flashing crosswalk lights provide enhanced driver awareness of a pedestrian in the crosswalk, especially at night, or in foggy/inclement conditions.

PUBLIC OUTREACH/INTEREST:
Adjacent residents and others who have voiced their concerns about the Safe Routes to School project improvements on Blanche Road near 29th Street have been notified of the PPIC meeting and have been invited to attend.

CONCLUSION:
Staff believes that the modifications to the two Safe Routes to School project improvements on Blanche Road near 29th Street made in response to resident concerns have minimized adverse resident impacts while still meeting the pedestrian safety goals of the grants. Based on these findings and conclusions, the Commission should hear public testimony and recommend that the City Council receive and file the staff report.

Exhibits:

1. City Council Report with Attachments 3/6/2019
2. Prior Correspondence
3. Site Photos

T:\PPIC\1 PPIC PACKAGES\PPIC 2019\PPIC 10-24-2019\SRTS Project Improvements review\PPIC-SRTS project improvement review 10-24-2019.doc

City of Manhattan Beach

1400 Highland Avenue
Manhattan Beach, CA 90266

Legislation Details (With Text)

File #:	19-0146 **Version:** 1		
Type:	Consent - Staff Report	**Status:**	Agenda Ready
		In control:	City Council Regular Meeting
On agenda:	3/6/2019	**Final action:**	
Title:	Request by Mayor Napolitano and Councilmember Lesser to Review Two Safe Routes to School (SRTS) Pedestrian Improvements: 1) Solar Powered Flashing Beacons, In-Road Warning Lights and a High Visibility Crosswalk at Blanche Road and 29th Street; and 2) a Solar Powered Radar Speed Awareness Sign Located 130 Feet North 29th Street on the West Side of Blanche Road (Public Works Director Katsouleas). RECEIVE REPORT		
Sponsors:			
Indexes:			
Code sections:			
Attachments:	1. Location Map and Product Sheets		

Date	Ver.	Action By	Action	Result
3/6/2019	1	City Council Regular Meeting		

TO:
Honorable Mayor and Members of the City Council

THROUGH:
Bruce Moe, City Manager

FROM:
Stephanie Katsouleas, Public Works Director
Anne McIntosh, Director of Community Development
Erik Zandvliet, City Traffic Engineer
Prem Kumar, City Engineer
Anastasia Seims, Senior Civil Engineer

SUBJECT:
Request by Mayor Napolitano and Councilmember Lesser to Review Two Safe Routes to School (SRTS) Pedestrian Improvements: 1) Solar Powered Flashing Beacons, In-Road Warning Lights and a High Visibility Crosswalk at Blanche Road and 29th Street; and 2) a Solar Powered Radar Speed Awareness Sign Located 130 Feet North 29th Street on the West Side of Blanche Road (Public Works Director Katsouleas).
RECEIVE REPORT

RECOMMENDATION:
Staff recommends that City Council receive this report regarding pedestrian improvements that were funded by two Safe Routes to School (SRTS) grants and the corresponding construction work undertaken at/near the intersection of Blanche Road and 29th Street. The pedestrian improvements include:

1) Installation of one high visibility crosswalk, along with two solar-powered flashing beacons and in-road warning lights adjacent to the crosswalk;
2) Installation of one solar-powered radar speed awareness sign facing southbound traffic on the west side of Blanche Road, located 130 feet north of 29th Street.

FISCAL IMPLICATIONS:

Procurement and installation of the solar powered flashing beacons, in-road warning lights and high visibility crosswalk at the intersection of Blanche Road and 29th Street totals approximately $49,850 and is funded by a SRTS Cycle 10 grant. Procurement and installation of the solar speed awareness sign totals approximately $8,300 and is funded by a SRTS Cycle 3 grant.

BACKGROUND:

Starting in 2011, Manhattan Beach applied for and received three State and federal grants to improve pedestrian facilities, access and safety throughout the City. These grants included:

- A $490,600 federal Cycle 3 Safe Routes to Schools grant (October 2011).
- A $223,300 federal Cycle 5 Highway Safety Improvement Program (HSIP) grant with $25,000 required in local matching funds (October 2011).
- A State $447,700 Cycle 10 Safe Routes to Schools grant with $49,800 required in local matching funds (June 2012).

The majority of the proposed pedestrian improvements funded by these grants are located next to schools or along pedestrian routes to those schools. All of the pedestrian enhancements identified in the design specifications also conform to industry standards as identified in the Manual on Traffic Control Devices (MUTCD) issued by the Federal Highway Administration (FHWA). All three grant applications were prepared in cooperation with representatives of the Manhattan Beach Unified School District and Manhattan Beach Police Department. The City conducted meetings with school administration and key school stakeholders to identify problem locations, high crossing location, and potential solutions prior to submitting the applications. Additionally, several meetings regarding the proposed improvements were held with Grand View Elementary personnel and parents, the Parking and Public Improvements Commission and City Council.

On February 7, 2017, staff presented to City Council a summary of the proposed improvement called for under the three grants, along with attachments depicting the locations and equipment specified for installation. The Attachment included with this staff report highlights those specific pedestrian improvements and equipment called for in the neighborhoods surrounding Grand View Elementary, inclusive of the high visibility crosswalk, two solar-powered flashing beacons, in-road warning lights and the solar-powered radar speed awareness sign at/near the intersection of Blanche Road and 29th Street. These improvements are part of both Cycle 3 and Cycle 10 grant scopes of work.

On September 19, 2018, and November 20, 2018, City Council awarded bids to two contractors for the Cycle 10 and Cycle 3 pedestrian improvements, respectively. In January, prior to the start of work, residents located within 500 feet of each location were notified of the upcoming construction projects. Simultaneously, each contractor began procuring all construction materials needed to complete the job, including long lead items such as steel poles. Since then, construction has progressed to the point of approximately 70% complete, with full completion anticipated by the end of March 2019.

On February 19, 2019, City Council requested that the SRTS proposed improvements at Blanche

Road and 29th Street be brought back for discussion at the March 8, 2019, City Council meeting. This staff report represents that request.

DISCUSSION:

Blanche Road is inherently a busy local collector roadway, carrying over 4,000 vehicles per day between Rosecrans Blvd. and Valley Drive. Pedestrians and school children who live in the 500, 600 and 700 blocks of the Tree Section commonly use 27th and 29th Streets (crossing Blanche Road) as a route to school. While the intersection of Blanche Road and 27th Street is a four-way stop, there is no stop sign for vehicles traveling in the northbound and southbound directions on Blanche Road at 29th. Thus, the solar powered flashing beacons, in-road warning lights and high visibility crosswalk planned at this intersection to alert drivers to east-west pedestrian traffic, as well as the solar speed awareness sign, are expected to reduce the approach speed in both directions and improve the visual awareness of pedestrians to southbound drivers cresting Blanche Road between 33rd and 31st Street. Actual speed studies indicate the 85th percentile (prevailing) speed is 31 miles per hour (mph) on a 25 mph signed roadway, showing that drivers are exceeding the posted speed limit. These improvements are designed to provide a significantly safer east-west pedestrian crossing condition over what exists today.

It is the Traffic Engineer's professional opinion that all of the design elements are needed in order to work together as a complete crossing system. These include:

- The high-visibility crosswalk designates the proper crossing path for pedestrians and helps alerts drivers via roadway markings.
- Rectangular rapid flashing beacons have the highest driver compliance rate of any flashing beacon type, pursuant to documented studies. They are mounted at eye-level to catch the motorist's attention.
- The in-pavement flashing crosswalk lights will provide enhanced driver awareness of a pedestrian in the crosswalk, especially at night, in foggy/inclement conditions.

The rapid flashing beacons and in-ground lighting are only activated when the controller is pushed, and flash for a short duration while pedestrians cross the street. Further, as mentioned above, all of the pedestrian enhancements identified in the design specifications for these projects conform to industry standards as identified in the CA-MUTCD and other State and federal design standards and specifications. They are proven countermeasures and thus "eligible projects" for grant funding pursuant to the Federal Grant application guidelines; they do not require additional warrants or justification to determine their potential effectiveness. Therefore, no additional analysis was conducted regarding accident history prior to submitting the grant.

Once the installations are complete, staff will observe them under daytime and nighttime conditions for both effectiveness and potential impacts to surrounding residents and properties. Then staff can make recommendations for, or directly undertake, modifications to minimize or eliminate the lighting impacts to adjacent residents.

Staff is committed to working with the affected residents toward a resolution, which may include supplemental equipment such as programmable functions, auto-dimming of flashing lights and speed displays, light shrouds, limited operation at night, and other equipment modifications.

PUBLIC OUTREACH/INTEREST:

The grant project applications were presented to the Parking and Public Improvement Commission and City Council at public meetings in 2011 and 2012. The grant projects were also presented and discussed in detail, with accompanying design schematics and locations, at the February 7, 2017, City Council meeting and provided again when the contracts to complete the work were awarded in September 2018 and November 2018. Lastly, a summary of the planned work for all three grants was presented to the Manhattan Beach Unified School District Board on December 12, 2018, by City staff.

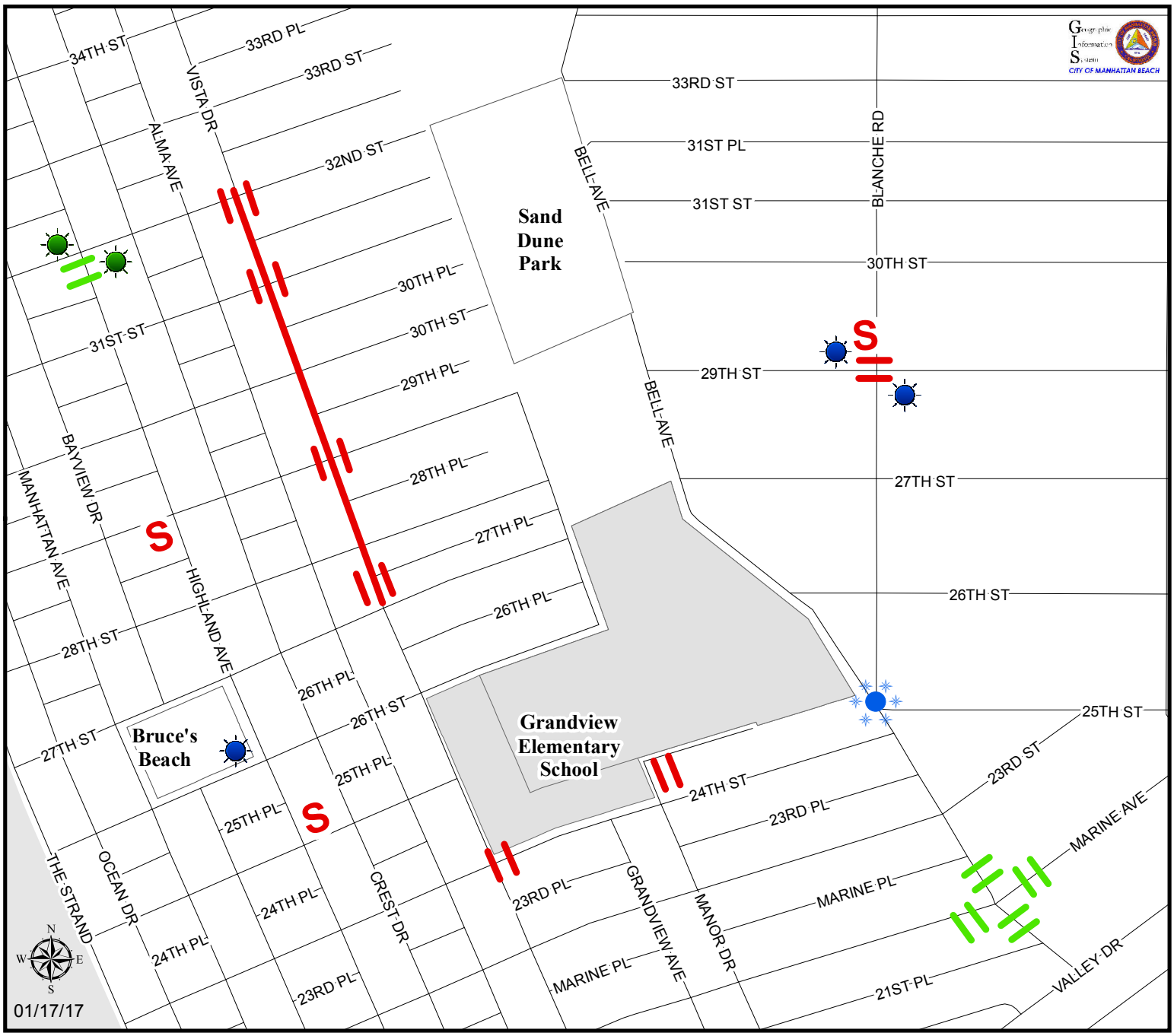
LEGAL REVIEW:
The City Attorney has reviewed this report and determined that no additional legal analysis is necessary.

ATTACHMENT:
1. Location Map and Product Sheets

EXHIBIT 1

Safe Routes to School Projects

Grandview Elementary School



Federal SRTS Cycle 3

- S Speed Awareness Sign
- Curb Bulb Out
- Curb Bulb Out with Flashing Stop Signs
- Flashing Stop Signs
- Flashing Beacon
- Bike Facility
- Special Sign
- High Visibility Crosswalks
- Striping

State SR2S Cycle 10

- Curb Bulb Out
- Flashing Stop Signs
- Flashing Beacon
- Bike Facility
- Special Sign
- High Visibility Crosswalks
- Striping

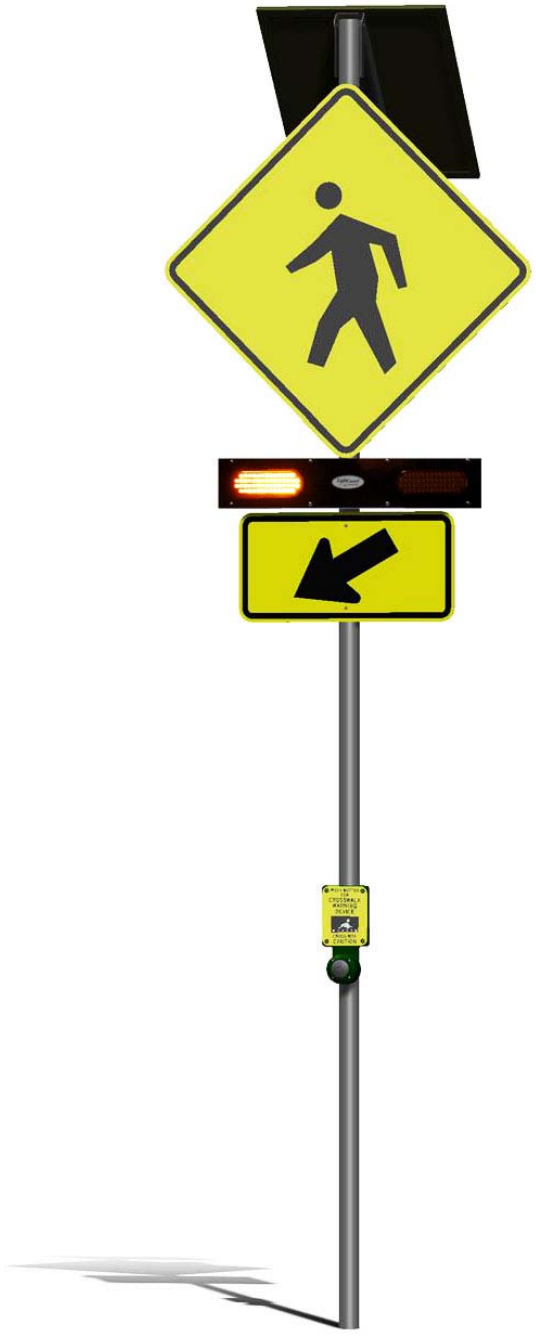
Fed. HSIP Cycle 5

- Curb Bulb Out
- Flashing Beacon
- Countdown Pedestrian Signals
- High Visibility Crosswalks
- Left Turn Phasing

EXHIBIT 1

SOLAR-POWERED RECTANGULAR RAPID FLASHING BEACON

WITH PEDESTRIAN CROSSING SIGNS



LumiStar™ the industry's only wireless and solar in-roadway light (IRWL)

Tough & Durable

- Stainless steel, 17-4 alloy.
- Exceeds HS-20 Wheel Load Testing.
- Endures extreme weather cycles.
- 5 Year Warranty, 10 Year Life Expectancy.

Brightest In-Roadway Light

- Visible from 3,000 ft. in bright sunny conditions.
- Emits over 4 million cd/m^2.

Solar Powered

- Lasts up to 60 days with no sun.
- Only requires an average of 4 hours of sun per day.

Easy Installation

- No saw cutting or trenching between the IRWLs
- No service cabinets or large solar panels
- No conduit
- No electrical license required.

Bicycle Friendly

- Gentle approach & departure angles for a smooth and safe ride.

THE BEST IN THE BUSINESS

SPEEDCHECK™

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At SpeedCheck we know radar speed displays, it's all we do. We are committed to delivering the best solution on the market with a 4th generation display.

- ✓ SpeedCheck displays offer superior visibility in all conditions with UltraClear™, delivering the highest contrast, even in direct sunlight
- ✓ Safety Mask™ prevents viewing of the sign outside of drivers normal field of view, keeping the driver's eyes on the hazard zone ahead
- ✓ Vandalism protection – display can take a direct hit without damaging internal components, by deflecting up to 2 inches
- ✓ Integrated Violation Alert, High Speed Cut-off and optional Slow Down Message at user-defined speed thresholds
- ✓ Large selection of programming options to meet your needs
- ✓ Field repairable design – agency technicians can support displays with easy-to-access modular design
- ✓ Lowest power consumption available; solar power packages guaranteed 365 days, 24 x 7
- ✓ Quality product with 100% solid state design, backed with a 3-year standard warranty and 10-years for LED panels

Specification	15"	18"
Display Housing	26 1/2" x 20" x 6" (67 x 51 x 15 cm)	31" x 22 3/4" x 5" (79 x 58 x 13 cm)
Sign Dimensions	30" x 42" (76 x 107 cm)	36" x 48" (91 x 122 cm)
Weight	36 Lbs. (16.3 kg.)	42 Lbs. (19.0 kg.)

2006 National Survey
Traffic engineers, police officers, and safety professionals identified radar signs as the most effective means of slowing traffic in neighborhoods and around school zones and playgrounds.

Police hail new traffic measures
Edythe Jensen, The Arizona Republic, Oct. 15, 2007
CHANDLER, AZ - Police are responding to fewer intersection accidents since the city expanded photo traffic enforcement and installed 64 speed-reader boards this summer, according to traffic Officer Seth Tyler.

Exhibit 2

PARKING
AND PUBLIC IMPROVEMENTS
COMMISSION

Review of Two Safe Routes to School Project Improvements on Blanche Road near 29th Street

Correspondence Received

Prior to Agenda Posting

Submitted by: Gary Osterhout
Position: Oppose
Received: 03-05-2019 02:04 PM

Agenda Item:

15. 19-0146 Request by Mayor Napolitano and Councilmember Lesser to Review Two Safe Routes to School (SRTS) Pedestrian Improvements: 1) Solar Powered Flashing Beacons, In-Road Warning Lights and a High Visibility Crosswalk at Blanche Road and 29th Street; and 2) a Solar Powered Radar Speed Awareness Sign Located 130 Feet North 29th Street on the West Side of Blanche Road (Public Works Director Katsouleas). RECEIVE REPORT

Comment:

Hoping to send a separate e-mail to you. I saw the 29th St. installation 2 Sundays ago and immediately recognized it as out of scale and proportion. Later that day, neighbors Randy and Lissen Schnack stopped to bring this to my attention and express their concerns (i.e., "more than one complaint"). My home's side yard is along Blanche from 31st to 30th. Please consider replacing such signs with something more appropriate, the acceptance of which will be first vetted by the neighborhood.

Submitted by: Lissen Schnack
Position: Oppose
Received: 03-05-2019 05:14 PM

Agenda Item:

15. 19-0146 Request by Mayor Napolitano and Councilmember Lesser to Review Two Safe Routes to School (SRTS) Pedestrian Improvements: 1) Solar Powered Flashing Beacons, In-Road Warning Lights and a High Visibility Crosswalk at Blanche Road and 29th Street; and 2) a Solar Powered Radar Speed Awareness Sign Located 130 Feet North 29th Street on the West Side of Blanche Road (Public Works Director Katsouleas). RECEIVE REPORT

Comment:

16-foot tall FLASHING speed signs and 16-foot tall FLASHING cross walk signs commonly seen on commercial corridors are inappropriate in tight residential neighborhood settings when less invasive alternative measures can achieve the safety required. The impacted residents were not given any opportunity for input before construction began.This is setting a bad precedent and is not in keeping with the "small town character" in the City of Manhattan Beach's Mission Statement.

(Attachment)

3-6-19 Manhattan Beach Safe Routes to School Construction

My name is Lissen Schnack and I live at Blanche Road and 30th Street. Thank you to the City Council for allowing the residents to talk about the Safe Routes to School measures being implemented in the City. I am concerned that the aesthetic impact that the implementation of large scaled flashing signs is not in fitting with the "small beach town character" that the City prides itself on- and is written into the City Mission- when other less visually invasive and safe solutions could be implemented and tested that are more fitting to the character in the tight neighborhoods.

Although this has been in planning for 10 years, other than Grand View School the residents were never notified of the work nor full scope – that large flashing signs would be installed - and were not given the opportunity for input. The residents only became aware after the construction was already started.

Let me be clear that none of us are opposed to implementing a safe route to school – and when I say WE there are not just "a couple of people"- many of the people we have been talking with in the neighborhood have school aged children- however we are very concerned that the City is installing flashing stop signs, **permanent** flashing speed signs and flashing cross walks on small residential streets where the homes are close to the road-- instead of implementing solutions such as cross walks, signs and school crossing guards. The usual application of these types of large signs and flashing lights is typically seen more in commercial and heavily traveled corridors than in the tight residential neighborhoods where many of these are being installed.

The example is at Blanche and 29th Street where a **flashing** cross walk is being installed with 16 foot tall large **flashing** solar signs. Further, an also tall and large 16 foot tall **permanent flashing** speed sign noting the car's speed will be installed on Blanche outside of our and neighbor's homes. Is this what the residents of Manhattan Beach really want to see?

There is presently a large reflective speed limit sign that has been installed at this same location that was installed at this location AFTER speed studies were taken 10 years ago. How do we even know that a flashing speed sign is currently necessary or will be more effective?

There is no street parking along Blanche so no opportunity for people or school children to dart out between cars. Further, the crosswalk being installed dead-ends into a wall on the East side of Blanche so there is not even a safe place to stand to wait to cross the street. This doesn't appear to be fully thought out.

I am not only concerned with my own neighborhood, but the City as a whole. In the 27 years that I have lived in Manhattan Beach, I have never done something like this, but it is only because I care about the City and its residents.

As I mentioned when I spoke at the last City Council meeting, why weren't less invasive alternatives either implemented or considered? It seems that the City is letting this Safe School

Honorable Mayor and Councilmembers

My name is Randy Schnack. I am commenting on the 2011 and '12 Safe Routes to School grants. Thank you for placing the matter on the General Business Agenda and thank you to City staff for information provided.

I support safety measures. More importantly as a licensed attorney and retired officer of the federal court, I have taken an oath to support and abide the law. It is for that reason I am compelled to inform you of the disturbing finding of my investigation of the available documentation related to the grants.

The residents and City Council of Manhattan Beach have been misled as the City violates local, state and federal laws. The City has failed to comply with terms of the federal and state grants, the local municipal code, state laws, and federal laws. This failure, along with the failure to follow engineering principles and conduct traffic investigations has led to installation of the projects that are excessive and have resulted in waste of taxpayer funds exposing the City to liability.

MISLEADING INFORMATION

Having reviewed the documentation, it is clear that as early as July 9, 2011 during the regular meeting of the Parking and Public Improvements Commission,

misleading information was being provided by the Traffic Engineer regarding the description, location, and number of proposed installations. The Traffic Engineer also pointed out that while the Safe Routes to School program was unique in its overriding emphasis on community participation in the development and implementation of a project, residents/business around the schools were not notified or included in the discussions because according to him there were no controversial items being discussed.

This and additional misleading information continued to be disseminated as evident in the March 12, 2012 Staff Report to the Council on the subject "Resolution No. 6343 Authorizing the Submission of a Safe Routes to School (SR2S) Grant Application for Pedestrian and Bicycle Improvements for Manhattan Beach Schools Grades K through 8"). It was reported that in-roadway warning lights would solely be installed at school crossings to allow City stall to evaluate their feasibility and effectiveness. It was also noted that all pedestrian projects must comply with the Americans Disabilities Act (ADA).

USE OF PARTICULAR DEVICES

Both the federal and state Safe Routes to School grants are designed to reduce injuries and fatalities to school children. The grants list eligible project

components and devices with the California Traffic Manual providing guidelines for the design and application of traffic control devices in school areas. The Traffic Manual states, "The decision to use a particular device at a particular location shall be made on the basis of an engineering and traffic survey." **The City has not conducted the requisite engineering and traffic surveys to justify the use of any device and thus has violated mandated Manhattan Beach Municipal Code § 14.12.01(C) and California Vehicle Codes §§ 21372 and 21373.**

AMERICANS WITH DISABILITIES ACT (ADA) & UNIFORM FEDERAL ACCESSIBILITY STANDARDS (UFAS)

Title II of the ADA requires state and local governments to make pedestrian crossings accessible to people with disabilities. (28 C.F.R. §§ 35.150(d)(2), 35.151(2) (e)) To comply with ADA requirements, specific standards must be met for width, slope, cross slope, placement, and other features. (28 C.F.R. Part 36, Appendix A, § 4.7; 41 C.F.R. Part 101 - 19.6, Appendix A, § 4.7.) In constructing pedestrian crossings, state and local governments can choose between two sets of standards – the ADA Standards for Accessible Design (ADA Standards) and the Uniform Federal Accessibility Standards (UFAS). (The ADA Standards are located at 28 C.F.R. Part 36, Appendix A. They are also available on the ADA Home Page at www.ada.gov. UFAS is located at 41 C.F.R. Part 101 - 19.6,

Appendix A, and at the Access Board's website at www.access-board.gov/ufas/ufas-html/ufas.htm) **The crosswalk at Blanche and 29th Street does not meet the specific standards required to make it accessible to people with disabilities in direct violation of Title II of the ADA .**

As the elected officials of the City it is incumbent upon you as well as required by your fiduciary duties to immediately address this matter.

Gmail **Randall Schnack <randallschnack@gmail.com>**

Re: 29th St and Blanche Rd Pedestrian Safety Improvements UPDATE

1 message

Randall Schnack <randallschnack@gmail.com> Sun, Mar 3, 2019 at 7:59 PM
To: Gilbert Gamboa <ggamboa@citymb.info>
Cc: Lissen Gregory Schnack <lissengregory@gmail.com>, Hal Croft <HalCroft7444@gmail.com>, Eric Steller <steller.eric@gmail.com>, "esther.hutchison@gmail.com" <esther.hutchison@gmail.com>, "kemplem@gtlaw.com" <kemplem@gtlaw.com>, MORGAN <mmccall@usc.edu>, "kobitin@me.com" <kobitin@me.com>, Richard Montgomery <rmontgomery@citymb.info>, Steve Napolitano <snapolitano@citymb.info>, Nancy Hersman <nhersman@citymb.info>, David Lesser <dlesser@citymb.info>, Amy Thomas Howorth <ahoworth@citymb.info>, Bruce Moe <bmoe@citymb.info>, "Stephanie Katsouleas, P. E." <skatsouleas@citymb.info>, Prem Kumar <pkumar@citymb.info>, Erik Zandvliet <ezandvliet@citymb.info>, "Anastasia Seims, P. E." <aseims@citymb.info>, Gary Osterhout <GaryOsterhout@yahoo.com>

Gil,

Thank you for the effort to be as responsive as possible regarding my request for information. The information is very enlightening.

Of utmost importance and the primary purpose of this email is to dispel the misconception that because the crosswalk at Blanche Road and 29th Street is not required under California Vehicle Code ("CVC") § 21368 to be marked in yellow that the City does not have to comply with CVC § 21372 which requires the City to "establish and promulgate warrants to be used as guidelines for the ***placement of traffic control devices near schools for the purpose of protecting students going to and from school***." (See CVC §21372) . The Solar Speed Awareness Sign, Flashing Beacons and a High Visibility Crosswalk with in-road Warning Lights projects on Blanche Road are improvements being reimbursed through the federal (SRTS) and state (SR2S) Safe Routes to School grants designed "to reduce injuries and fatalities to school children and to encourage increased walking and bicycling among students." (See June 21, 2011, Staff Report on the subject "Consideration of the Parking and Public Improvements Commission Recommendation to Proceed with the 2011 Federal Safe Routes to School Grant Application" and March 12, 2012, Staff Report on the subject "Resolution No. 6343 Authorizing the Submission of a Safe Routes to School (SR2S) Grant Application for Pedestrian and Bicycle Improvements for Manhattan Beach Schools Grades K through 8").

Your email response, "No reportable documents of warrants or studies for traffic control devices related to the grant projects." is prima facie evidence of the City's failure to comply with state law.

I take this opportunity to point out additional matters of interest.

1) Both the federal and state grants are intended to reduce injuries and fatalities through capital (engineering) projects that improve safety for children in grades K-8 who walk or bicycle to school yet for the only period surveyed (21 months in 2006 - 2008), no fatalities, injuries or accidents were reported on Blanche Road between 24th Street and Rosecrans Avenue.

2) No evidence has been presented of any measure initiated in the past 15 years to address the reduction of injuries and fatalities along Blanche Road. No plan to measure success of improvements. No baseline data.

3) From the March 12, 2012, Staff Report on the subject "Resolution No. 6343 Authorizing the Submission of a Safe Routes to School (SR2S) Grant Application for Pedestrian and Bicycle Improvements for Manhattan Beach Schools Grades K through 8"

a) "All pedestrian projects must comply with the Americans Disabilities Act (ADA)" (See page 2). The High Visibility Crosswalk with in-road Warning Lights project is non-compliant with the ADA.

b) "In-Roadway Warning Lights are reserved for use where it is desirable to alert motorists that they are approaching a condition on or adjacent to the roadway that might not be readily apparent and might require the road users to slow down and/or come to a stop. This includes, but is not necessarily limited to, situations warning of marked school crosswalks, marked midblock crosswalks, marked crosswalks on uncontrolled approaches, marked crosswalks in advance of roundabout intersections and other roadway situations involving pedestrian crossings.
...
This grant proposes installing in-roadway warning lights at six (6) locations near schools throughout the City. By pursuing the first installation of these devices in Manhattan Beach solely at school crossings, this provides an opportunity for residents to become familiar with their operation as well as allow Staff to evaluate their feasibility and effectiveness. Due to their relatively high cost ($40,000 each), the grant process provides a funding source to install these devices that may not otherwise be available to the City." (See page 4)

4) From the June 9, 2011 minutes of the regular meeting of the City of Manhattan Beach Parking and Public Improvements Commission ("Commission"), item 4. 2011 Federal Safe Routes to School Grant:

a) "Traffic Engineer Rydell mentioned that the Safe Routes to School program is unique in its overriding emphasis on community participation in the development and implementation of a project. During this presentation there were several questions asked by Commissioners and addressed by the Traffic Engineer.

Traffic Engineer Rydell also mentioned that although the schools were in favor of the installation of in-roadway warning lights at a few crosswalk locations, there still needs to be some policy discussions on locations for such treatments, and that he will include in-roadway warning lights in the next grant application, if applicable.

Commissioner Vigon asked if notifying was done around the areas adjacent to schools. Traffic Engineer Rydell replied that residents/business around the schools were not notified as there were no controversial items being discussed.

Commissioner Vigon inquired about the size of the radar feedback signs. In response Traffic Engineer Rydell said that there are several different sizes. He also mentioned that these signs would be moved around to continually engage the driver. Commissioner Vigon would like residents notified if the use of these machines comes to fruition.

Commissioner Fournier thanked staff and Traffic Engineer for all their hard work but noted that these projects include a lot of signage and was concerned about the anticipated reaction to all of this from the community. Traffic Engineer Rydell reiterated that there is little about the proposed projects that are controversial, that the electronic radar signs much smaller now, and that he would continue to investigate different types of equipment. He also mentioned that none of the proposed bulb outs would eliminate any existing parking spaces. Commissioner Fournier mentioned that he was concerned about the number of signs proposed. Traffic Engineer Rydell stated that there are only seven signs proposed so far and

this number could be reduced as they continue to work with the City engineer."

5) From Manhattan Beach Municipal Code § 14.12.010(C)

14.12.010 - Authority to install traffic control devices.
C. The City Traffic Engineer may also place and maintain or cause to be placed and maintained such additional traffic control devices as he may deem necessary or proper to regulate traffic or to guide or warn traffic, but he shall make such determination upon the basis of traffic engineering principles and traffic investigations and in accordance with such standards, limitations, and rules as may be set forth in this chapter or as may be determined by ordinance or resolution of Council.

In closing, clear and convincing evidence exists to support that the City has failed to comply with the terms of the federal and state grants, the local municipal code, state laws, and federal laws. This failure along with the failure to follow engineering principles and conduct traffic investigations has lead to installation of the projects that are excessive and have resulted, or will result, in waste of taxpayer funds.

Very Truly Yours,

Randall W. Schnack

On Fri, Mar 1, 2019 at 12:04 AM Gilbert Gamboa <ggamboa@citymb.info> wrote:

> Randy,
>
> In an effort to be as responsive as possible, here is what we found regarding your request for information below:
>
> 1) The Grand View School Route Plan; **See attached Grandview Routes**
>
> 2) The Grand View School Traffic Control Plan; **It was unclear on specific document requested. See attached Traffic Safety brochure from 2007 for school traffic circulation.**
>
> 3) The composition and membership of the Grand View School Pedestrian advisory committee tasked with serving the needs of the school including students enroute to and from school; **Unknown. No reportable documents.**
>
> 4) Copies of any and all traffic related issues about pedestrians on the approaches to the school by Grand View or the local school district; **See staff reports dated June 21, 2011 (Item #14) and March 20, 2012 (Item #9). No other reportable documents related to grant projects.**
>
> 5) Copies of any and all reports or documentation including engineering and traffic surveys and/or studies, resulting from the investigation, if any; **See staff reports dated June 21, 2011 (Item #14) and March 20, 2012 (Item #9). No other reportable documents related to grant projects.**
>
> 6) Copies of any and all recommended appropriate traffic control measures and supporting documentation resulting from the above investigation of all locations along the school route? **See staff reports dated June 21, 2011 (Item #14) and March 20, 2012 (Item #9). No other reportable documents related to grant projects.**
>
> 7) I hereby make a formal request of any and all warrants and supporting documentation as set forth in California Vehicle Code § 21372 prepared in the past 15 years that address placement of traffic control devices near Grand View Elementary School for the purpose of protecting students going to and from school; **No reportable**

documents of warrants or studies for traffic control devices related to the grant projects. Please note that the flashing beacons at Blanche Road and 29th Street are NOT at a yellow school crosswalk, therefore, the school beacon warrants (CA-MUTCD 2010 Section 4K.103) per CVC 21372 do not apply.

All staff reports can be found on the City's website:

https://www.citymb.info/government/city-council/city-council-meetings-agendas-and-minutes

Please note, that Staff is committed to working with the residents toward a resolution. This may include supplemental equipment, etc.

Thank you,

From: Randall Schnack [mailto:randallschnack@gmail.com]
Sent: Thursday, February 21, 2019 6:35 PM
To: Gilbert Gamboa <ggamboa@citymb.info>
Cc: Lissen Gregory Schnack <lissengregory@gmail.com>; Hal Croft <HalCroft7444@gmail.com>; Eric Steller <steller.eric@gmail.com>; esther.hutchison@gmail.com; kemplem@gtlaw.com; Stephanie Katsouleas, P. E. <skatsouleas@citymb.info>; Shawn Igoe <sigoe@citymb.info>; Richard Montgomery <rmontgomery@citymb.info>; Bruce Moe <bmoe@citymb.info>; Steve Napolitano <snapolitano@citymb.info>; Nancy Hersman <nhersman@citymb.info>; David Lesser <dlesser@citymb.info>; Amy Thomas Howorth <ahoworth@citymb.info>; Randall Schnack <randallschnack@gmail.com>; Prem Kumar <pkumar@citymb.info>; Michael Guerrero <mguerrero@citymb.info>; Anastasia Seims, P. E. <aseims@citymb.info>; Erik Zandvliet <ezandvliet@citymb.info>; MORGAN <mmccall@usc.edu>; kobitin@me.com
Subject: Re: 29th St and Blanche Rd Pedestrian Safety Improvements UPDATE

Dear Gil,

Thank you again for reaching out with the update from the City Council meeting. I understand from your email, the direction of the Council was for the work to continue. Was there any other direction from the Council? More specifically, was a request for any of the following made:

1) The Grand View School Route Plan;

2) The Grand View School Traffic Control Plan;

3) The composition and membership of the Grand View School Pedestrian advisory committee tasked with serving the needs of the school including students enroute to and from school;

4) Copies of any and all traffic related issues about pedestrians on the approaches to the school by Grand View or the local school district;

5) Copies of any and all reports or documentation including engineering and traffic surveys and/or studies, resulting from the investigation, if any; and

6) Copies of any and all recommended appropriate traffic control measures and supporting documentation resulting from the above investigation of all locations along the school route?

I hereby make a formal request of any and all warrants and supporting documentation as set forth in California Vehicle Code § 21372 prepared in the past 15 years that address placement of traffic control devices near Grand View Elementary School for the purpose of protecting students going to and from school. I also request all items listed above in 1) through 6).*

Please let me know when the requested items are available.

Thank you,

Randy Schnack

*Below is information in support of this request.

California Code, Vehicle Code - VEH § 21372

The Department of Transportation and local authorities shall, with respect to highways under their respective jurisdictions, establish and promulgate warrants to be used as guidelines for the placement of traffic control devices near schools for the purpose of protecting students going to and from school. Such devices may include flashing signals. Such warrants shall be based upon, but need not be limited to, the following items: pedestrian volumes, vehicle volumes, width of the roadway, physical terrain, speed of vehicle traffic, horizontal and vertical alignment of the roadway, the distance to existing traffic control devices, proximity to the school, and the degree of urban or rural environment of the area. (Emphasis added)

California Code, Vehicle Code - VEH § 21373

The governing board of any school district may request the appropriate city, county, city and county or state agency to install traffic control devices in accordance with the warrants established pursuant to Section 21372 . Within 90 days thereafter, the city, county, city and county or state agency involved shall undertake an engineering and traffic survey to determine whether the requested crossing protection meets the warrants established pursuant to Section 21372. The city, county, city and county, or state agency involved may require the requesting school district to pay an amount not to exceed 50 percent of the cost of the survey. If it is determined that such requested protection is warranted, it shall be installed by the city, county, city and county or state agency involved. (Emphasis added)

California Code, Vehicle Code - VEH § 627

(a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by state and local authorities.

(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of the following:

(1) Prevailing speeds as determined by traffic engineering measurements.

(2) Accident records.

(3) Highway, traffic, and roadside conditions not readily apparent to the driver.

(c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:

(1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:

(A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.

(B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.

(C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).

(2) Pedestrian and bicyclist safety.

California Manual on Uniform Traffic Control Devices, Part 7: Traffic Control for School Areas

Engineering measures alone do not always result in the intended change in student and road user behavior.

Guidance:

A school route plan for each school serving elementary to high school students should be prepared in order

to develop uniformity in the use of school area traffic controls and to serve as the basis for a school traffic

control plan for each school.

The school route plan, developed in a systematic manner by the school, law enforcement, and traffic officials

responsible for school pedestrian safety, should consist of a map (see Figure 7A-1) showing streets, the school,

existing traffic controls, established school walk routes, and established school crossings.

The type(s) of school area traffic control devices used, either warning or regulatory, should be related to the

volume and speed of vehicular traffic, street width, and the number and age of the students using the crossing.

School area traffic control devices should be included in a school traffic control plan...

School walk routes should be planned to take advantage of existing traffic controls.

On Thu, Feb 21, 2019 at 12:29 AM Gilbert Gamboa <ggamboa@citymb.info> wrote:

> Randy, Lissen and Hal,
>
> Thank you for your participation in the Public Comment portion of last night's meeting.
>
> I wanted to reach out to give you all a brief recap from last night's City Council meeting regarding your concerns about the pedestrian improvements proposed for the intersection of 29th Street and Blanche Road.
>
> During the Future Agenda Items portion at the end of the meeting, two of the Councilmembers requested for your item be placed on a future agenda tentatively scheduled for March 6, 2019.
>
> In the meantime, the direction of the Council was for the work to continue.
>
> If you would like to discuss further feel free to give me a call.
>
> Thank you,
>
> **Gilbert Gamboa**
> **Senior Civil Engineer**
> P: (310) 802-5356
> E: ggamboa@citymb.info
>
> City of Manhattan Beach
> 3621 Bell Avenue, Manhattan Beach, CA 90266
> www.citymb.info
>
> Please consider the environment before printing this email.
>
> Office Hours: M - Th 7:30AM - 5:30 PM | Alternate Open Fridays 8:00AM - 5:00 PM | Closed Alternate Fridays | Not Applicable to Public Safety
>
> Reach Manhattan Beach Here for you 24/7, use our click and fix it app
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> GET IT ON Google Play

Gilbert Gamboa
Senior Civil Engineer
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Reach Manhattan Beach Here for you 24/7, use our click and fix it system
Download the mobile app now

Download on the App Store

GET IT ON Google Play

Erik Zandvliet

From:	ESTHER HUTCHISON <esther_hutchison@icloud.com>
Sent:	Friday, March 1, 2019 1:12 PM
To:	Gilbert Gamboa; Erik Zandvliet; Prem Kumar; Steve Napolitano; Richard Montgomery; David Lesser
Cc:	Randall Schnack; Lissen Gregory Schnack; Hal Croft; Eric Steller; kemplem@gtlaw.com; MORGAN; kobitin@me.com; Nancy Hersman; Amy Thomas Howorth; Bruce Moe; Stephanie Katsouleas, P. E.; Anastasia Seims, P. E.
Subject:	Re: 29th St and Blanche Rd Pedestrian Safety Improvements UPDATE

Dear Gil,

Thank you for your Update re the subject line above. I have just skimmed your points, but #7 caught my attention. I will look carefully at the other points later, but want to address this one quickly.

On Feb 28, 2019, at 7:35 PM, Gilbert Gamboa <ggamboa@citymb.info> wrote:

> 7) I hereby make a formal request of any and all warrants and supporting documentation as set forth in California Vehicle Code § 21372 prepared in the past 15 years that address placement of traffic control devices near Grand View Elementary School for the purpose of protecting students going to and from school; **No reportable documents of warrants or studies for traffic control devices related to the grant projects. Please note that the flashing beacons at Blanche Road and 29th Street are NOT at a yellow school crosswalk, therefore, the school beacon warrants (CA-MUTCD 2010 Section 4K.103) per CVC 21372 do not apply.**

My Questions regarding #7 above.

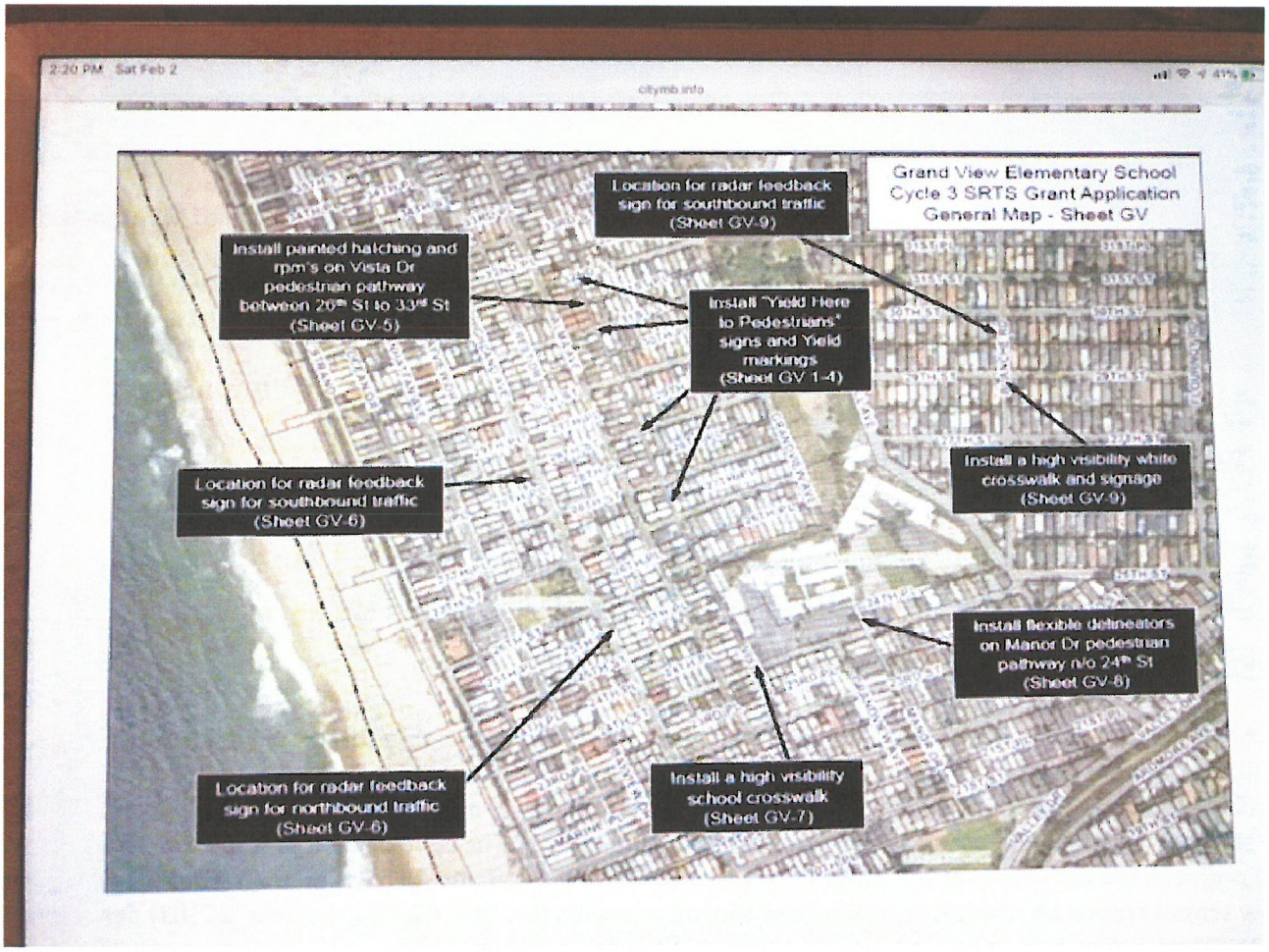
1. Does "no reportable documents of warrants or studies (...) mean that their are no documents that you can share with us or that there are no documents?

2. Does "documents of warrants" mean documents that would warrant the implementation of the devices in question or is that a specific terminology from State, Caltrans, or Fed grant lanuguage that I don't know?

3. From my reading, I have learned that several criteria must be met before any of these funds are granted from any of these 3 funders. Am I wrong?

4. How can the City not have studies and data before making decisions about what to place where? Surely the decisions have adequate findings to support the implementations of the SRTS projects? If not, the location decisions sound quite arbitrary.

5. If the beacons and crosswalk already partially installed are not for safe school crossings but are simply safe pedestrian crossings, why do they appear on Sheet GV-9 on Grand View Elementary School Grant Application General Map, p.77 of the "CITY OF MANHATTAN BEACH CALIFORNIA (described as a "Carryover Project and mapped on the 2017-2021 CAPITAL IMPROVEMENT PLAN" by Mark Danaj, former City Manager and Tony Olmos, former Director of Public Works) ? See photo labeled below labeled Grand View Elementary School 3 SRTS Grant Application General Map.



6. Furthermore, it is my understanding (please correct me if I am wrong), that the 29th St crossing and beacons are funded by Caltrans as part of Cycle 10 SRTS and the Solar Speed sign destined for 30th St. is funded by the Federal Government as part of the Cycle 3 SRTS. But on the above map it looks like it is all Cycle 3 projects, so it is confusing. Please clarify.

7. If the 29th St crosswalk is a Pedestrian Crosswalk that supplements the SRTS project, does it meet the following criteria?

Traffic Manual SCHOOL AREA PEDESTRIAN SAFETY 10-21 8-1996 (from STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING DEPARTMENT OF TRANSPORTATION TRAFFIC MANUAL
CHAPTER 10 SCHOOL AREA PEDESTRIAN SAFETY)

Pedestrian Walkways 10-09
10-09.1 FunctionofPedestrianWalkways
School pedestrian issues are not limited to crossing locations and may occur where physical conditions require students to walk in or along rural or suburban roadways.
Where students walk on the roadway, a shoulder width of 1.8 m is desirable along both sides so that they may walk facing oncoming traffic. Where a pedestrian walkway is provided, and is at least 1.2 m wide and physically separated from the traveled way, it may be limited to one side of the roadway.
This measure is a supplemental technique, not a traffic control device.
10-09.2 CriteriaforUseofPedestrianWalkways
A Pedestrian Walkway should be considered when ALL of the following conditions are fulfilled:

1. The highway lies on the "Suggested Route to School"; and
2. Existing road shoulders outside the traveled way are less than 1.8 m wide; and
3. More than 20 school pedestrians use the route while walking to or from school and vehicular traffic exceeds 100 per hour during those periods of the day; and
4. The governing board of the school district officially requests the pedestrian walkway improvements; and
5. Revision of the "Suggested Route to School" or the attendance boundaries to eliminate the conflict is not reasonable.

8. Re the Solar Speed Sign destined for Randy and Hal's frontage, I have looked carefully from the stop sign at 33rd St. and cannot see how that flashing eyesore will be visible to low riding drivers until they are on the move. Also, does it conform to Federal following (and other) guidelines from The 2009 Edition of the Manual on Uniform Traffic Control Devices (MUTCD)?

Chapter 1A General
Section 1A.09 [...]Thus, while this Manual provides Standards, Guidance, and Options for design and applications of traffic control devices, this Manual should not be considered a substitute for engineering judgment. Engineering
2009 MUTCD Revisions 1 and 2 Change List Page 1 of 2 May 14, 2012
judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of roads and streets that the devices complement. [...].

I know from Councilman Montgomery that engineering judgment was exercised in in this Solar Speed Sign location decision, but I don't know what the standards, guidance, and options are/were.

9. My last question is this: because at the last Council Meeting it was mentioned that it might be best to proceed with these installations on 29th and Blanche and in front of Randy's and Hals' homes as planned, then take them out if so decided because the company installing them would charge a "mobility fee" for delaying the projects. My question is : what is the cost difference in the "mobility fee" versus a later cost of removing the devices and repairing the road/ sidewalks where the devices were.

Thank you in advance for your answers.

Respectfully,
Esther Hutchison

Exhibit 3
Site Photos

Northbound Blanche Road at 29th Street Looking North

Southbound Blanche Road at 29th Street Looking South

Southbound Blanche Road North of 29th Street Looking South