



## Legislation Text

---

**File #:** 19-0265, **Version:** 1

---

**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:**

Discussion Regarding the Striped Pedestrian Pathway on the South Side of 17<sup>th</sup> Street and East Side of Walnut Avenue (Public Works Director Katsouleas).

**DISCUSS AND PROVIDE DIRECTION**

---

**RECOMMENDATION:**

Staff recommends that City Council discuss and provide direction regarding City Council's request to consider restriping a pedestrian pathway on 17<sup>th</sup> Street between Poinsettia Avenue and Walnut Avenue, and on Walnut Avenue between 17<sup>th</sup> Street and 27<sup>th</sup> Street.

**FISCAL IMPLICATIONS:**

There are no fiscal implications associated with re-installing the white line as it is part of the slurry seal contractor's responsibility due to the initial removal error.

**BACKGROUND:**

In 2012, the City of Manhattan Beach received a \$447,700 competitive State Cycle 10 Safe Routes to School (SR2S) grant, and allocated \$49,800 in local matching funds, to construct pedestrian safety enhancements adjacent to or along pedestrian routes for seven schools in Manhattan Beach. This includes all five elementary schools, Manhattan Beach Middle School, and American Martyrs School. Those planned safety improvements included the installation of:

- Pedestrian signage;
- High visibility crosswalks;
- Striping white edge lines;
- Flashing beacons and in-roadway warning lights; and
- Accessible curb ramps.

The attached location map shows the various locations of the planned improvements, including installation of a white line along Walnut Avenue, between 17<sup>th</sup> and 27<sup>th</sup> Street, and on 17<sup>th</sup> Street between Walnut Avenue and Poinsettia Avenue. Recall that this white line was intended to serve as a walking path for students walking to Pacific Elementary due to the lack of sidewalks in this area of the Tree Section. It was also part of the Walking School Bus initiative supported by the Manhattan Beach Unified School District and local parents. The planned improvement was presented to City Council on February 7, 2017, and subsequently approved for implementation.

On September 19, 2018, City Council awarded a construction contract for the project to Select Electric, Inc. for \$429,459.

### **DISCUSSION:**

Installation of the white edge line on Walnut Avenue and 17<sup>th</sup> Street was completed on March 12, 2019.

The City Traffic Engineer planned to study the use of this pedestrian path for the next several months and again in the fall when school is back in session to determine whether it is being used as intended. Based on those results, the City planned to evaluate whether any modifications should be made, up to and including removal of the white line. However, the contractor for the Annual Slurry Seal Project incorrectly removed the white line on Walnut Avenue and 17<sup>th</sup> Street delineating the pedestrian pathway on April 22, 2019, and May 2, 2019, respectively. Under the terms of the contract, the contractor is required to replace the white line at no cost to the City.

Soon after the white line was originally installed, the City received feedback from residents, both positive and negative. The City also received a petition signed by residents from 14 adjacent parcels requesting that the white line not be reinstalled, citing its lack of sufficient use as intended. There are a total of 97 homes abutting the white line on Walnut Avenue and 17<sup>th</sup> Street.

The Council has requested that consideration be given whether to reinstall the white line and continue with the assessment of use through the fall, or whether to omit it from the slurry seal contractor's work. Staff has evaluated several options for consideration, which include:

1. Restripe the white line the same as the original installation. This option matches the grant's description and provides a pedestrian walking area. (No additional cost.)
2. Restripe the white line and add a pedestrian marking within the lane per the Attachment to better identify its purpose and use. (Estimated additional cost of \$2,500.)
3. Restripe the white line and add pedestrian signs that state "Pedestrians-Share the Road" or "Pedestrians Keep Right." The pedestrian signs would alert drivers of potential pedestrian conflicts. (Estimated additional cost of \$5,000.)
4. Do not restripe the white line, but add pedestrian legends and/or signs that state "Pedestrians-Share the Road." This option would not reduce the vehicle roadway width, but would alert drivers to the potential for pedestrian conflicts. (Estimated additional cost of \$5,000.)
5. Do not restripe the white line and do not install any signage. This option does not meet the original intent of the grant project to provide a pedestrian pathway and enhance pedestrian

safety. (No additional cost.)

If Option 2 or 3 above is selected, the City will develop an education campaign in partnership with Pacific Elementary to ensure students and their parents are aware of the designed Walking School Bus route. The evaluation period would continue as planned, with the understanding that it would be reviewed in early 2020 for further direction based on the results of the evaluation.

At this time, staff recommends that City Council select one of the options above so that staff can expeditiously implement the proper action while the slurry seal contractor is still actively working.

#### **PUBLIC OUTREACH:**

The attached grant application highlights the various outreach activities that occurred in developing the application (see page 9 of the attached SR2S Cycle 10 Grant Application). The grant application was presented to the Parking and Public Improvement Commission and City Council at public meetings in 2011, and reviewed again by City Council in 2012. The project was also discussed in detail at the February 7, 2017, City Council meeting and a presentation was given to MBUSD on December 12, 2018, to the School Board by City staff.

Additionally, several notices (attached) regarding the pedestrian pathway on Walnut Avenue and 17<sup>th</sup> Street were mailed on April 9, 2019, to 600 properties within a 500 ft. radius of the pedestrian pathway, and on April 22, 2019, and May 3, 2019, to the 97 properties adjacent to the white line.

Lastly, on May 7, 2019, the City received a petition to remove the line from residents on Walnut Avenue. and 17<sup>th</sup> Street. City staff was able to verify signatures for 14 properties, representing 14.4% of properties on Walnut Avenue. and 17<sup>th</sup> Street adjacent to the white line installation. The City also received several phone calls in support of the white line. The School District itself has not contacted the City with any feedback from administrators, teachers, or parents.

#### **ENVIRONMENTAL REVIEW:**

On July 13, 2018, a Notice of Exemption was filed with the County of Los Angeles Clerk Office after determining that the project qualified for a Class 1 categorical exemption pursuant to Section 15301 of the State CEQA Guidelines.

#### **LEGAL REVIEW:**

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

#### **ATTACHMENTS:**

1. Location Map
2. Grant Application
3. Notices to Residents
4. Petition (May 7, 2019)
5. PowerPoint Presentation