

**Supplemental #2 to Consent Item 2-F, Hermosa City Council Regular Meeting 1/28/2020**

January 26, 2020

**To:** Hermosa Beach City Council (Mary Campbell-Collins, Hany Fangary, Justin Massey, Michael Detoy, Stacey Armato), City Manager Suja Lowenthal, Public Works Director Marnell Gibson, Hermosa Beach School Board, and Contract City Attorney Michael Jenkins.

**From:** Howard Longacre, Hermosa Beach Resident

**Re:** Major SNAFU as someone(s) in the Public Works Department and/or a prior City Manager decided on their own, or were pressured into believing that a proper East-West crosswalk was unneeded for the North side of the 8<sup>th</sup> Street sidewalk path connecting East-West across Hermosa Avenue, and with the excuse being the presence of a Southbound bus stop, and which is itself improperly designed.

**Att:** Prior emails providing information and requesting information from the Public Works Department with regard to the 8<sup>th</sup> Street Sidewalks project.

**Ref:** Following is a direct link to the 1/28/2020 City Council Agenda's Item 2-f staff-report-attachment giving the monthly "Capital Improvement Project (CIP) Status Report" dated January, 2020, as for the "Fiscal Year 2019-20 CAPITAL IMPROVEMENT PROGRAM". (note specifically the 8<sup>th</sup> Street project line item)

<https://hermosabeach.legistar.com/View.ashx?M=F&ID=8029811&GUID=1FD345D2-4031-4566-BCFB-0BEE1F7E88A6>

**Councilmembers, and others:**

*The comments as made herein by me are given freely and they are entirely my views and opinions on all that I've stated.*

*This Supplemental #2 deals specifically with 8<sup>th</sup> Street's missing North-side crosswalk and ADA-ramp crossing Hermosa Avenue.*

*A separate Supplemental #1 deals specifically with the as yet uninstalled crosswalk markings for interesections from 'Bard Street & 8<sup>th</sup> St' through to 'Bayview Dr & 8<sup>th</sup> St'.*

*Please review carefully as these two supplemental communications are to also, for the record, establish further that the city has received PRESUMPTIVE NOTICE of the situations discussed within.*

An absolutely absurd and quiet design decision was evidently made with respect to the 8<sup>th</sup> 'Street Safe Routes to School' (SR2S) and 'Americans with Disabilities Act' (ADA) sidewalks project, probably as a result of the convoluted management by multiple City

Managers, Public Works Directors, and assigned engineers during the last 6-years with respect to this 8<sup>th</sup> Street CIP sidewalks project.

Note: The City now has its 3<sup>rd</sup> Public Works Director and 3<sup>rd</sup> City Manager during this period and also there have been two stints with engineer Lucho Rodriguez being given authority to make decisions as acting Director of the PW department, and two stints of Interim City Managers, both for months-long periods during this timeframe.

**As a result, the most important crosswalk of the 8<sup>th</sup> street sidewalks project, a project intended to ensure safe walkability for all pedestrians (men, women, school-age children), was uncerimoniously and quietly (perhaps secretly) left out and is now being stone-walled and made excuses for this unconscionable SNAFU's occurrence.**

**THE COUNCIL NEEDS TO TAKE CONTROL AND GIVE DIRECTION TO CORRECT THIS PROPERLY! It won't happen otherwise.**

The 8<sup>th</sup> Street sidewalks project, during its long 6-years of repeatedly being de facto back-burnered, especially by City Managers Tom Bakaly, and then Sergio Garcia, due more-than-likely to recent Councils' never-ending additions of ad hoc carbon-neutrality and green-agenda items distracting important CIP efforts from accomplishment, along with i.e., such projects as the incredibly-costly and wasteful use of tax money for cosmetic redoing of crosswalks in the Pier Plaza area.

As such the Public Works Department has been kept in a state of constant upheaval and flux by the ever-changing ad hoc stuff coming from the City Council and the City Manager's costly servers of environmental stuff.

As a result, the 8<sup>th</sup> Street sidewalks project had been repeatedly given short shrift and allowed mere remnants of focus. It's really been outrageous, and it is amazing the project actually, finally was accomplished, thanks especially to a competent contractor, and perhaps a handful of nuisance-residents constantly reminding / badgering recent Councils of the project's incredibly slow six-year pace.

Nonetheless, many property owners along 8<sup>th</sup> Street were forced to give up what in effect the City had actually allowed them to acquire through decades of the City looking the other way, and perhaps with a lawsuit on their part, may well have resulted in their being determined to have acquired vested rights to perpetual use of the city property along 8<sup>th</sup> Street.

Meanwhile the City apparently itself gave up zero of its own encroachment into there being a safe-route-to-school and ADA usable path on both sides of 8<sup>th</sup> Street, all the way to the West side of Hermosa Avenue.

As such, the Public Works and City Manager leadership, both, perhaps were aware of the improperly designed Southbound Hermosa Avenue bus stop at 8<sup>th</sup> Street and instantly came to the conclusion, "Oh Hell, that's too much work to even think about correcting that!"

Leave out the crosswalk there!" Such would be the kind of crappy engineering decision-making that results when non-engineers make ad hoc decisions without proper consultation and supplied information of the stakeholders and City Council.

**The MISSING CROSSWALK and improperly designed Southbound Bus Stop at 8<sup>th</sup> Street is one that's, nonetheless, easily corrected to permit a proper East-West crosswalk for the North side of 8<sup>th</sup> Street crossing Hermosa Avenue.**

On the West side of Hermosa Avenue at 8<sup>th</sup> Street there's presently a bus stop for southbound buses. The bus stop is incorrectly designed and has been for years.

Fortunately no one has as yet been killed or injured by a Bus stopping there. This bus stop has been allowed to exist due to the three parking spaces located just Northward on the West side of Hermosa Avenue that may well need to be removed to correctly provide a safe bus stop while also allowing the decades-long missing East-West crosswalk across Hermosa Avenue at the South End of the downtown business district's 800 block of businesses to be installed.

New Public Works Director Marnell Gibson upon my bringing this to her attention, evidently immediately went to engineer (former acting PW director) Lucho Rodriguez so as get information to reply to me. In my view he's already significantly responsible for this SNAFU in his prior looking the other way at this situation. His solution now, if you would call it a solution, is evidently to put up signage for people to first cross 8<sup>th</sup> Street and then use the crosswalk on the South side of 8<sup>th</sup> Street. (See Director Gibson's reply email to me attached.) I've made it clear to Director Gibson that this is not a solution engineering-wise. All that will do is make pedestrians, who have the right to cross at that corner, into "jay-walkers".

Now, of course, it goes without saying that prior Hermosa Beach engineers and politicians dating back to the late 1950s have already made Hermosa Avenue itself into a 1.8 mile long roadway that ensures pedestrians, year-after-year have to jay-walk on Hermosa Avenue just to reach their cars which are insanely parked along the suicide-median's parking that runs the length of the City on Hermosa Avenue.

It's absolutely amazing that so few have evidently been injured getting into or out of their cars parked along the Hermosa Beach median, especially given the number who enter and leave cars inebriated. I.e., when I was building a home on Hermosa Avenue in the early 1990s, I was picking up cocktail glasses, beer bottles, and liquor bottles from that median weekly.

Today the Hermosa Avenue median provides one of the biggest ticket-writing scams that the City operates, given that the two sides of the Hermosa Avenue median provide street-sweeping tickets on two different days to confuse the hell out of parkers. For example, if one parks their car along the center-median on the side for street sweeping day, but happens to look at the sign being right next to their car, but which faces the other direction and assumes it's ok to park, they of course will be wrong and will get a ticket.

Again, while building a home on Hermosa Avenue in the early 1990s, I cannot tell you how many people I saved from getting a street-sweeping parking ticket basis this City scam after they had fed their parking-meter a bunch of quarters, but having looked the wrong way and read the wrong Street-Sweeping day. That's been an outrageous HERMOSA BEACH SCAM for FAR TOO LONG. The median should be swept on both sides on one day, and the sidewalk lanes should be swept on the other day. During street sweeping times there is ample parking. Further, the time period for street-sweeping should be for two hours ONLY, not for four hours to thusly generate more tickets. The city though, knowingly, has no concern for ripping off its own residents, business customers, and visitors as such; A clear sign of dishonorable City leadership when such deception knowingly is permitted to continue year after year, decade after decade.

Nonetheless 8<sup>th</sup> Street at Hermosa Avenue is a major intersection, the only intersection other than Pier Avenue that has pedestrian sidewalks on both sides running all the way to Pacific Coast Highway. This is an all way stop-sign protected intersection. Crosswalks are correctly installed all ways in such a situation. There is not a signal system to protect pedestrians. You should never force a pedestrian to cross an additional street to use a crosswalk in such a situation. Note 14<sup>th</sup> and Hermosa Avenue, or 16<sup>th</sup> and Hermosa Avenue. Neither even major intersections.

The crosswalk for 8<sup>th</sup> Street's North side Safe Route To School and ADA ramp on the West side of Hermosa Avenue are long MISSING.

The bus stop for dangerous 40-foot long MTA busses needs to be properly designed, and unfortunately that will result unfortunately in the three parking spaces on the West Side of Hermosa Avenue just to the North of the present bus stop needing removal which presently are already a hazard to proper bus landing at that bus stop.

Why this issue was never mentioned to Council, or to the Public Works Commission leads one to wonder why. Clearly, removing parking spaces is controversial, however not providing the needed crosswalk is unconscionable, and far more egregious, and further, having this present dangerous bus stop is even worse. Bus stops all over Los Angeles County are in-and-of-themselves dangerous locations to begin with, and they don't need to be knowingly allowed to be more dangerous.

Please be aware that the Northbound bus stop at 8<sup>th</sup> Street, catty-corner to the present improperly designed Southbound bus top at 8<sup>th</sup> Street, seems to work well with its new upgraded crosswalk.

When I was studying engineering a long time ago, the one thing that was emphasized was that engineers should never take shortcuts to complete a design by some schedule or dollar amount when it comes to anything having to do with safety. Clearly there have been shortcuts taken and which are still being proposed at this late date to not finish the 8<sup>th</sup> Street sidewalks project correctly. WHY? To save a nickel? To then have pedestrians, school-children, ADA individuals penalized indefinitely into the future? To save three parking spaces? Or why? Hopefully not simply because of sheer bureaucratic laziness or City Council inaction.

I urge every Council member, The City Manager, The Public Works Director, all the School Board Members, and others to do the following. Walk to, or drive and park by the Clark Building ,just North of 8<sup>th</sup> Street on Valley Drive at the Greenbelt (usually free 12-hour parking there), and then take a walk to the beach along the North side of 8<sup>th</sup> Street, (the side closest to City Hall).

While doing so, first note the North-West defective-still-unwidened corner walkway at 8<sup>th</sup> and Valley Drive, but then after passing to the West past the unfinished condominium project, note just how well the new sidewalks have been designed and constructed along 8<sup>th</sup> Street from Bard Street to the East side of Hermosa Avenue.

While walking to the beach do also note the still-missing YELLOW cross walks at the many intersections (easy to correct), that school-children need for added safety.

Then when you arrive at Hermosa Avenue along the north side sidewalk, look Westward across Hermosa Avenue at the missing crosswalk. Note the easily northward movable bus bench and trash barrel but also the still present dangerous condition presented for the pedestrians who forever into the future (not to mention as in the past) will not be able to properly cross at this location that absolutely should be the place to cross, as well as at the installed crosswalk on the South side of 8<sup>th</sup> Street. There is no signal system. It's an all-way stop-sign controlled intersection and thus all-way crosswalks are appropriate.

City Council do give direction to the City Manager to have this missing crosswalk SNAFU corrected as soon as possible for the benefit of all the thousands upon thousands of pedestrians, including school-children to be using this North side 'Safe Route to School', or just to be crossing to go to the beach for all the decades to come into the future.

Also you would best not require, via patch-work signage, the many pedestrians always racing to catch i.e., the South-Bound bus not to have a proper crosswalk. And kindly end such situations as those apparently now that are existing whereby Hermosa engineers feel intimidated by department directors or others from speaking out regarding designs being pushed by their higher-ups. I personally have heard from multiple engineers regarding Councilmembers, PW Directors, Interim Directors, City Managers, and others not properly hearing their engineering concerns during my years in city.

Also that Harris Engineers may have tolerated, due to perhaps Hermosa's own Public Works Department leadership or City Management to preserve three parking spaces, not being able to create a safer or better design for 8<sup>th</sup> Street, would also be unconscionable.

Again, homeowners and residents lost a multitude of parking spaces and encroachments along 8<sup>th</sup> Street (that some attorneys other than Hermosa's City Attorney might indicate a court would have ruled they had acquired vested rights to) while the city didn't give up a single parking space to properly complete the 'Safe Route to School and ADA' crosswalk on the more-utilized North side of 8<sup>th</sup> Street.







Returning to discussion of the Hermosa Avenue MISSING Crosswalk.

**In conclusion:** 8<sup>th</sup> Street's North-side YELLOW crosswalk in the East-West direction across Hermosa Avenue needs to be installed, along with an ADA-ramp on the West side of Hermosa Avenue, and additionally the present improperly-designed Southbound MTA bus stop needs to be shifted Northward. This is relatively easy to accomplish and should receive the highest priority.

Prior emails to the Hermosa Beach Public Works Department follow as an attachment.

ATTACHMENT:

**EMAIL COMMUNICATIONS IN REVERSE ORDER. LAST ONE FIRST.**

I have received no response from Director Marnell Gibson to the following reply I made to almost 3 weeks ago.

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Subject: Re: Sidewalk in last block North Side of 8th St questions?

Date: Wed, 8 Jan 2020  
From: HBresident  
To: Public Works Director Marnell  
CC: Lucho Rodriguez

Hello Public Works Director Marnell Gibson (cc Lucho per your indication) .

Thank you for your reply Marnell.

Marnell, please carefully review my reply following here to your reply as if there is to be no cure of any of what I view as Harris Engineers design and specification defects, as evidently concurred with by the HB Public Works Department of the past during this 8th Street project's long workup, then I will certainly need to pursue this matter further. Also in my reply below I am further detailing the 11 missing crosswalk markings I alluded to previously.

Unfortunately in your reply you have provided absolutely no indication of anything that I was not already fully aware of, and which I had stated in my prior communications to you.

The 8th Street ADA and Safe Route To School (SR2S) sidewalks project was finally constructed after 6 years of delays and more than 40 years of prior neglect to that, however, important details, while easily accomplished even at this late date, are still very much unfinished in the project and are evidently being neglected or perhaps even being stonewalled. This is, and will continue to be unacceptable and a stain on the project.

The project is still not a fully SR2S pathway due to the absence of yellow marked crosswalks at the following locations, all in the East-West direction. It appears that all that Harris Engineers did was designate crosswalks at locations already having crosswalks on their plans, and not at all the locations necessary considering that these were now to be SR2S sidewalk paths as



well. I don't know who if anyone gave Harris Engineers such direction if such was the case over all the various engineers this project got passed along to during the six years. Notwithstanding, Harris Engineers should have provided a first class design for these SR2S pathways. Up here on Prospect Avenue, yellow crosswalks are on EVERY SR2S pathway intersection no matter how insignificant.

The following thermal-plastic marked yellow crosswalks are still missing, and their absence (perhaps to save token dollars) adds danger to the grammar-school-age, K-8 children using these SR2S pathways.

(N-S Stop Signs only intersection) (corrected)

Palm Dr. (2 sides parallel to 8th St.)  
Bayview Dr. (2 sides parallel to 8th St.)  
Sunset Dr. (2 sides parallel to 8th St.)  
Bard St. (1 side parallel to 8th St.)

(All Way Stop Signs intersection) (corrected)

Loma Dr. (4 sides Loma Dr & 8th St.)  
Cypress Ave. (4 sides Cypress & 8th St.)

... and of course the most egregious missing cross-walk, that being Hermosa Avenue (8th-St north side- in East-West direction across Hermosa Avenue). This is so outrageous one wonders what was in the mind of the engineers at Harris Engineers to not insist that it be accomplished correctly? This intersection is far more significant than the downtown's north-end "book-end" Hermosa Avenue intersections at 14th and 16th Streets which have the bus stops properly adjusted for correct cross-walks too. See the following Google image.



Neither of the downtown's North-ending intersections involve a major East-West arterial either, i.e. such as is 8th Street, that has walkers coming all the way across the entire city from Prospect Avenue above PCH, across PCH, to the beach, then only to be confronted now at Hermosa Avenue with no crosswalk, when using the most-used north-side of 8th Street. Now at Hermosa Avenue, one then has a requirement to have to cross the busy arterial 8th Street prior to crossing Hermosa Avenue then on the South side. Such bureaucratic nonsense is the kind of lunacy that's plagued Hermosa Beach for too long. After doing this project and ignoring this missed detail, and now claiming "oh there's a bus stop there", well that's "hogwash", and I would hope as the new Public Works Director, you Marnell will take command and get that department going in the right direction and end the hogwash and half-assed approaches this city has used so often.

Note: I walk 8th Street to the beach often and have for some 40 years as an adult, and I have seen cars come shooting out of all of the above listed streets, and thus young children crossing at those unmarked East-West crossings (having no yellow crosswalks) are at significant additional unnecessary risk and will be into the endless future until such crosswalks are accomplished.

The presence of proper SR2S crosswalk markings at all street crossings on these SR2S pathways are a given.

As such this communication is also to give you as PW Director, and the City, formal notice that the aforementioned crosswalks were missed in this project design to perhaps save some token dollars and, in my view, perhaps also by some sloppy engineering by Harris Engineers. One child injured, as such, could be extremely costly to perhaps Harris Engineers as well as the City for such knowing neglect of ensuring that 8th Street is a fully marked Safe Route To School SR2S pathway. Just picking and choosing where to place a crosswalk on the East-West pathway is unconscionable; and that seems to be what has occurred.

These marked crosswalks were left off the detailed working drawings by Harris Engineers who should have known better and been fully aware that this was a designated SR2S on two-sides from Valley Drive to the West side of Hermosa Avenue. How outrageous to have a walkway go from PCH to the Beach and be stopped at Hermosa Avenue where there's no crosswalk. Who can defend such, especially as a professional state licensed engineer.

If it's all about some token dollars. Say that. Don't say some ridiculous nonsense that there's a bus stop there. The bus stop needs to be adjusted to the North slightly, as at all other intersections North or South having a bus stop are. You don't subject pedestrians to additional risks over token dollar issues. An engineer is to design something properly! Not take lazy shortcuts.

8th Street's sidewalks were to be brought up to full current ADA standards and as a Safe Route To School pathway (both sides) and were again evidently neglected by Harris Engineers possibly with concurrence of the Hermosa PW department during the incompetence and dysfunctional (in my view) mismanagement by the PW Directors during this project's long design/delay workup. I note i.e. Director Glen Kau left as director after only nine months without evidently even one day's notice.

I regret that I myself did not catch these cross-walk absences from the drawings, as an uncompensated resident. As a result we

have another project that's been possibly "completed" in what could be called a "half-assed" manner, if it is completed? Is it completed in the view of the PW Department?

Now additionally re: the presence of a bus stop on the west side of Hermosa Avenue, there is also a bus stop on the East side. Marnell you perhaps do not know the history of why there previously has not been two cross walks at this important 8th Street and Hermosa Avenue intersection. This is an all way Stop Sign controlled intersection justifying all-way crosswalks. NO SIGNAL SYSTEM. Prior to the project, the north side of 8th Street had no viable sidewalk leading to that now-missing crosswalk. Now it does have a sidewalk, and it starts at PCH and goes all the way down there, uninterrupted, along the 8th Street cross-town arterial.

Are you stating or implying that this is FINAL and that this is not going to be finished properly with this important crosswalk? You are now the director of the department.

It's a simple matter to adjust the South-bound bus stop (on the West Hermosa Avenue side) to mirror the North-bound bus stop on Hermosa Avenue's East Side where the East-West crosswalk exists on the South side of 8th Street, notwithstanding there may be an adjustment in the parking spaces nearby req'd on that West side. THE MOST IMPORTANT THING IS TO HAVE A SAFE CROSSWALK AT THIS LOCATION, AND NOT TO FIND SOME BUREAUCRATIC EXCUSE to cover up this outrageous SNAFU by Harris Engineers and put up signage indicating not to even cross there now. The policy is to go the extra mile for the pedestrian, not to screw the pedestrian to get a fast-track bureaucratic fix. What engineer buys into such nonsense?

Adding the ADA ramp is a given and should have been in the design of course. That's no big deal. The ADA ramp was redone on the South Side East-West crosswalk as that ramp was out of conformance. View an older Google Street Maps view.

If it's a matter of the small cost, then how is it that Lucho (while Interim Director) had brought to the City Council some months ago a ludicrous suggestion to spend \$200-Thousand on an add-on, no-bid contract to grind and repave the entire 8th Street pavement for little more than cosmetic purposes. (See my letter on the agenda of that meeting when that was raised and then voted down by the City Council.) I suspect that Lucho had been put under undue pressure indirectly by a member of the City Council via the City Manager to accomplish that. Any documentation regarding as to why Lucho proposed that would best be sent to me. Fortunately such waste was not accomplished, given so many

other streets much more needing of paving and especially given there needs to be these 11 short cross-walks accomplished, and the Hermosa Avenue crosswalk and ADA ramp previously mentioned.

Marnell, what you are now indicating is that perhaps Lucho has indicated he is going to put up signage indicating DO NOT CROSS HERMOSA AVENUE on the 8th Street North-side, East-West leg. Thus handicapped people and school children using the North side of 8th Street will arrive at Hermosa Avenue and now be required to cross the additional busy cross-town arterial (8th Street) before then being able to cross busy Hermosa Avenue to the West. Also people using the businesses in the downtown at that location will also now have to go further South, cross busy (8th Street) prior to being able to cross Hermosa Avenue.

With all due respect, this is a bureaucratic response to fixing the situation that Harris Engineers clearly messed up, with instead a cheap and dangerous signage fix and now pedestrians will have to be subjected to additional unnecessary risk indefinitely into the future. THAT'S UNACCEPTABLE AND YOU CERTAINLY SHOULD AGREE TOO. When I went through engineering school, this is not the way I was taught to correct a mistake. Of course that was 60 years ago and things have evidently changed for the quick and dirty result approach used now, it certainly does appear.

Now with respect to the condo project, I know all that went before the Planning Commission on that, and all that was done. The specifications for the sidewalks and the city property to the East of the Condo Project was not in any manner specified by the Planning Commission other than the location of their permitted driveway entrance.

The developer has to meet the specifications of the Public Works department with respect to the improvements on the Public right-of-way, not the Community Development Department.

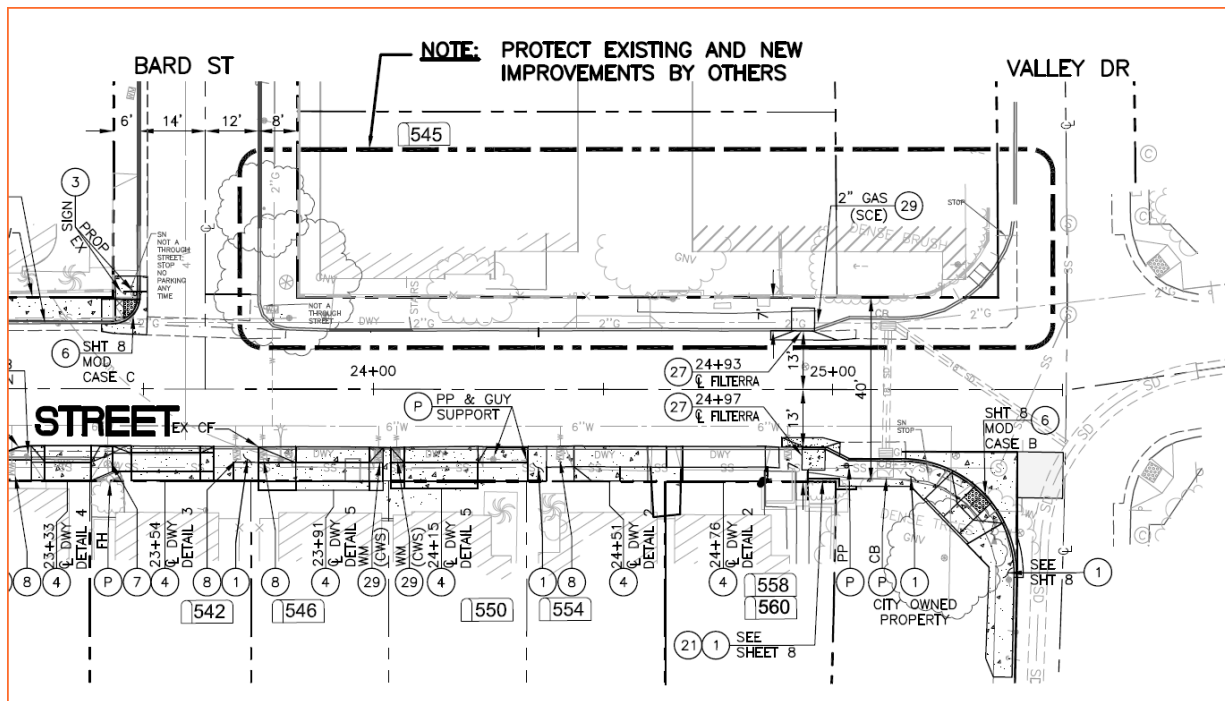
My question is clear, was there an agreement signed by the developer to build the new retaining wall and widen the sidewalk at the the NW corner of 8th and Valley to match the sidewalk as built at the SW corner of 8th and Valley Drive on the city's extensive property there?

I have been requesting now for months to view the city plans that the condo-developer is to build the retaining wall to at that corner. Following is the drawing showing that corner as from the Harris Engineers plans. Unfortunately there is no design by Harris Engineers of what the Condo-Developer is to build on the City Property on the East end of their property. Harris Engineers should have detailed that design!



The city evidently took Harris Engineers off the hook on that! Note during the walk-through (along 8th Street) before Lucho and Reed got involved in the project, it was stated that there was to be a new retaining wall such that the walk would match the design of the walk on the SW corner. What the drawing below shows is what was there before for the North Side of 8th Street. THUS WHO IS PROVIDING THE DESIGN THAT THE CONDO-DEVELOPER IS TO BUILD TO ON THE EAST END OF THEIR PROPERTY? How many times do I need to ask this question?

And why is that design not being provided by Harris Engineers as part of their total design, notwithstanding the cost for the construction is being assumed by the condo-developer. Who is doing the design of the retaining wall and wider sidewalk and ADA ramp upgrades on the extensive City Property to the East of the condo-development property? When can I view the plans?



Additionally I'd like to bring to your attention Marnell, that during the commencement of construction of the 8th Street ADA and SR2S sidewalks project, it came to my attention that inspection of the construction was also being handled by Harris Engineers, rather than a neutral professional engineering inspection organization. This is an ethical conflict of interest in my view and in the view of other cities and entities as I understand it, and presents a situation of the "fox guarding the chickens" during the construction of a project that entails a result effecting the safety of the men, women, and children of this city. For any City professional state-licensed engineer, to tolerate such an

arrangement to accomplish something in a quick and dirty manner, in my view is unconscionable without making it very clear to the Public, the City Manager, and the City Council that such was the case, and with supporting evidence as to why such was considered OK.

Recently I noted a contract was signed to additionally have Harris Engineers on call to both do design and inspections. It's a conflict when they are inspecting construction work of their own designs, as such is simply more than improper.

Please do not hesitate to call me any afternoon, or to have Lucho call me. Again I need clear answers, not pass the buck answers. I believe the City Council will want clear answers ultimately. Please do not let these small unfinished 8th Street details fester. One injury will more than eat any savings. Also if you are receiving any push-back from anyone on any of this please feel free to let me know the details. The sooner the 8th Street sidewalks project is fully and properly completed, the better for all.

Sincerely,

Howard Longacre, Resident.

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PREVIOUS TO THE ABOVE EMAIL WAS THE FOLLOWING.

On 1/7/2020, Marnell Gibson wrote:

Hello, Mr. Longacre -

My apologies for the delayed response. As I understand it, the 8<sup>th</sup> Street project did not cover the NW corner of the sidewalk. The development project, however, did trigger offsite improvements. The project went through the Planning Commission and the review process to implement standard improvements and is currently under construction. Should you wish to obtain copies of the permitted project, you can submit a public records request by submitting a form through the City's website at the following link:

<https://www.hermosabeach.gov/our-government/city-clerk/public-records-request>

Regarding your second concern for the east-west leg of the northern side of the intersection of 8th Street and Hermosa Avenue, a crosswalk does not exist because there is not an ADA curb ramp on the western side of Hermosa Avenue and there is also a bus stop at this location. Thus the east/west path of travel for pedestrians is only on the southern side of the intersection.

Your concern is duly noted and we will be working towards adding signage that directs pedestrian traffic to the appropriate path of travel, similar to the signage that we have posted on the northern side of the intersection of Hermosa Avenue and 13th Street.

I have included Lucho in this communication as he is more familiar with both projects and to also keep him apprised of your concerns.

Kind regards,

Marnell Gibson  
Public Works Director|City of Hermosa Beach

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PREVIOUS TO THE ABOVE EMAIL WAS THE FOLLOWING.

From: HBresident  
Sent: Thursday, January 02, 2020  
To: Marnell Gibson

Subject: Re: Sidewalk in last block North Side of 8th St questions?

Thursday, January 2, 2020.

Hello Public Works Director Gibson.

Thank you again for your reply of Dec 9th and Happy New Year in your new position.

You had indicated in your Dec-9 reply that you would get back to me in a few days re: the information I am interested in re: the NE corner of Bard St to the NW corner of Valley Dr and 8th St, but especially the NW corner sidewalk and retaining wall situation at 8th St and Valley Dr. I have not received such followup from you, unfortunately.

I am very much aware that you are new in your position and still getting acclimated to the hornet's nest that your department had become after years of convoluted staffing, City Council personal and costly environmental agendas, dysfunctional direction from the City Manager's office, and general mismanagement from incompetent prior Public Works Directors, and Interim Directors, at least in my view and in the view of others.

I was waiting for your response prior to bringing to your attention the other issue I mentioned that I'd be bringing to your attention, and that being the haphazard design specification handling by, I have to assume, Harris Engineers, of several (more

than 3) completely missing thermal-plastic marked crosswalks along the "Safe Route To School" on both sides of 8th Street, and the unconscionable situation of the significantly-missing crosswalk, across Hermosa Avenue, on the north side of 8th Street at 8th Street and Hermosa Avenue.

After over 6 years of design and holdups on this project (primarily by multiple Councils, and City Managers) this 8th Street "Safe Route To School" and ADA sidewalks project is still not completed fully, and prior to my bringing this to the City Council's attention formally, I have been trying to get answers from your department since before your arrival. Lucho proved to be absolutely useless in providing information, but of course he was having to deal with the minions of City Manager Suja Lowenthal no doubt, and possibly City Councilmembers who should only be dealing with the City Manager except possibly in public meetings.

Please at the minimum do not neglect to, first and foremost, be sure that you understand the unfinished situation fronting the city property at the corner of 8th and Valley Drive, and to let me know of the plans for the sidewalk and retaining wall upgrades at that corner. I fully understand that the Condo contractor at that location will be taking care of the sidewalk along the Bard and 8th Streets sides of his project. He may also be doing the corner portion, however I desire to see the plans for that corner, that the city should have detailed long ago. As I recall they had been originally drawn but perhaps only conceptually by Harris Engineers?

My interest again remains to ensure that the narrow sidewalk is properly widened at the NW corner of 8th and Valley Dr and that the retaining wall is properly redone as originally planned, before that block's sidewalk was negotiated to be accomplished by the contractor. And with regard to that, was there a signed agreement regarding such with the contractor???? Please let me know. Note: The SW corner of 8th and Valley has been completed but is not as critical a corner with respect to the school children's use as is the NW corner, nor did it have the retaining wall situation.

Sincerely,

Howard Longacre. Resident.

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PREVIOUS TO THE ABOVE EMAIL WAS THE FOLLOWING.

On 12/9/2019, Marnell Gibson wrote:

Good morning, Mr. Longacre -

Please give me a few days to research your inquiry and I will get back to you. Thank you for sharing your concerns.

Kind regards,

Marnell Gibson  
Public Works Director|City of Hermosa Beach

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PREVIOUS TO THE ABOVE EMAIL WAS THE FOLLOWING.

From: HBresident  
Sent: Saturday, December 07, 2019 11:19 PM  
To: Marnell Gibson

Subject: Sidewalk in last block North Side of 8th St questions?

Saturday, December 7, 2019.

Hello Public Works Director Marnell Gibson:

Welcome to the City. I will be contacting you from time to time, and hopefully to eventually meet with you in person.

I myself am a retired Computer Scientist, however with a degree in Civil Engineering, structural analysis.

Nonetheless after some 40 years of following Hermosa Beach, and dealing all these years with a long, long litany of HB Public Works Directors, I can state emphatically that since the appearance of Public Works Director Andrew Brozyna, followed by Interim director Lucho Rodriquez, and then Glen Kau (who exited abruptly), and then again interim director Lucho Rodriquez, in addition to a revolving door of City Managers and Interim City Managers during that same period, it is my view that not much has really been accomplished in this city, Public-Works-wise, and notwithstanding what the present City Council may claim. Please do not believe their hype.

The City Councils of recent years have been the real problem. You are taking over a department which has been run into the ground in my view as a result of these more than arrogant 'Save the Planet' City Councils who have been unwilling to pay to properly staff your department with experienced engineers. Just my views of course, but in fact the views of many I have learned. Presently, as you probably have learned, the City Council appears to be letting the City's Police Department just atrophy away to then be



required to contract with the Sheriffs. It's unconscionable.

Now, below is a copy of an email that I sent to HB Engineer Reed Salan back in September. I never received a response, so I've been waiting for the arrival of the new PW Director, i.e. you to get a response. I'm not sure why Reed would not have gotten back to me, at least indicating the current situation with the design, if not yet available. I doubt it was him personally at issue. But I really don't know. I always end up with my questions being submitted for the Council's agenda when I don't receive a response. Btw, that's precisely how after decades of dangerous 8th Street sidewalks neglect, that the 8th Street Project, presently near completion, came about over 6 years ago, i.e., thanks to two councilmembers in particular, Nanette Barragan, and Carolyn Petty, along with Peter Tucker getting the ball rolling during a budget meeting. Not receiving answers from staff never used to be the case prior to recent years, especially during the last 18 months. I blame this especially on the present City Council/City Manager operation, especially during the last 24 months.

Thus would you please ensure that I get a response to my questions below as originally sent to Reed, whatever that may be initially, as I and others are interested to ensure that the sidewalk at the North-West corner of 8th Street and Valley Drive is properly resized and with a retaining wall, given that there is a wide swath of city land available there. I don't want to receive the plans after they have already been put out to bid or set into concrete by the contractor. That's when it is too late to correct things. Further I believe the plans for that block should ultimately go before the Public Works Commission, i.e. including the portion in front of the Condo project on that block.

Thank you for expediting a response to me, one that I am sure the City Council and the PW Commission will also be interested to know the details of. This is an important unfinished piece of the 8th Street project which I have yet to see the details of.

I will be following up this email with another email regarding several serious deficiencies in the 8th Street Sidewalks Project which the last available CIP report indicated was in the "Closing Out" stage. There are several deficiencies affecting the safety of children to be walking to school on these "Safe Route To School" sidewalks, and which absolutely need to be cured. Harris Engineers evidently neglected such in their specifications and the City evidently itself did not note such neglected items, or if it did, apparently just looked the other way. Also unconscionable, given the minimal cost. Such appears to be just plain sloppy design specifications detail. I will follow-up soon with such

email to you re: same.

Sincerely,

Howard Longacre. Resident.

Attachment:

NO REPLY WAS RECEIVED TO MY FOLLOWING EMAIL AS MENTIONED

On 9/6/2019, HBresident wrote:

Hi Reed,

I was again reviewing the detailed 8th-St Sidewalks PDF Bid Plans and do not see the portion from the NE corner of Bard St to the NW corner of Valley Dr and 8th St.

I do understand that the builder of the 3-unit condo is to be doing the section of sidewalks in front of his property.

Is the condo-builder also to be doing the section at the NW corner of Valley Drive and 8th Street? That corner is all City land and includes a retaining wall which 4 to 5 years ago I recall was supposedly to be redone such that the sidewalk on the corner could be widened. That is a dangerous corner sidewalk for pedestrians young or old due to many unthinking drivers stopping, starting, turning, in a general rush to get wherever.

Did Harris accomplish the design for that North side block from Bard St to Valley Dr, and if so could you email me the PDF plans that the condo developer is to be building to.

Otherwise who is doing the design, especially of the significant City land from the condo properties East boundary to Valley Dr? That was as I recall in the Harris original design.

Thanks.

Howard L.

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