

From: Ralph Spargo <rwspargo@msn.com>

Sent: Sunday, October 25, 2020 7:59 PM

To: Ann Yang <anny@hermosabch.org>; LEEANNE Singleton <lsingleton@hermosabeach.gov>

Subject: North School NTMP October 27, 2020 City Council Meeting Agenda Item: XIV.b

Please inform me that you have received and distributed this to the to the City Council members and necessary staff.

Thank you.

To: The City of Hermosa Beach City Council

From: Ralph Spargo, member of the NTMP Stakeholder Group

I received both the Hermosa Beach City Council Agenda with attachments and the Hermosa Beach City School District Special School District Agenda with attachments from the City Staff on Thursday evening. I have the following comments regarding specifically the NTMP and to a more general extent the planning process for North School.

I would like to address a few of the specific recommendations in the North School NTMP. They are divided into 2 sections – Near Term and Long Term.

Near-Term Recommendations:

Pedestrian Accessibility and Safety

The City is obligated to

- 1 Install 7 High Visibility Crosswalks (5, 6, 7, 12, 15, 29, 31)**
- 2 Provide 3 Crossing Guards (4, 21, 23)**
- 3 Provide 1 Traffic Control Officer (24)**
- 4 Targeted Traffic Enforcement (35)**

Traffic Safety and Calming

General

Install 5 Speed Lumps (8, 9, 11, 14, 16)

Specific

- **3 – Add pork-chop island at school driveway**
 - Island should be moved out of the sidewalk path of travel and a traffic monitor should be added to assist pedestrians who have crossed at Myrtle and 25th to get to the access to the school on the east side of the driveway as cars are entering the main drop off point.
- **10 – Yellow centerline striping along 25th St/Park Ave**
 - 25th Street is +/- 30' curb to curb. Allowing for parking on both sides at 8 feet each, that would leave a 2-way travel lane of 14 feet or 7 feet each way. Not sure what the striping would accomplish as 7 feet is not an acceptable travel lane.
- **20 – 15 mph speed limit around school**
 - This would be impossible to enforce. 25mph I believe is the standard in the vicinity of a school during school hours or when children are present.

- 25 – 15 mph speed limit on Valley Drive.
 - This would be impossible to enforce. 25mph I believe is the standard in the vicinity of a school during school hours or when children are present.
- 30 and 32 – No left-turn restriction from Valley Dr onto 25th Street and 24th Place
 - Enforcement would be challenging.

Other

- 38 - Before and after school programs
 - Would this add to the school hour traffic restrictions?

Long-Term Recommendations:

I would suggest these be changed to Long-Term “Considerations”.

- L – Raised midblock crosswalk with rectangular rapid flash beacons with appropriate signage and markings 25th St in front of school main entrance
 - I would suggest this item be removed in its entirety. It is an unsafe condition between 2 active driveways serving 8 vehicles with limited visibility and provides no advantage for school access due to the nearby monitored intersection at 25th and Myrtle Ave.

General Comments

- The final enrollment for North School based on the District’s data is projected to be 269. The school has been designed to accommodate 517 based on the number of proposed classrooms. Where are the additional 250 students coming from and have the traffic impacts been projected on the potential enrollment of 517 students?
- The EIR has identified certain improvements and policies that will need to be implemented prior to the opening of the school. Should the City be unable to complete those obligations in a timely manner, will the school be allowed to open?
- I do not know if a CIP has been allocated to this project, but it is a significant cost obligation for the City of Hermosa Beach. All of the right of way improvements (Public Works Projects) are the obligation of the City. Some, if not all, will need to be completed prior to opening the school as addressed in the EIR. The current report does not address any of the improvement costs. It addresses only the planning costs which are to be shared with the District 50/50. Has the Public Works Department had an opportunity to assess the total construction costs for the project offsite improvements and prepare the associated Capital Improvement Program cost estimates?
- With regards to neighborhood traffic impacts, which was the original reason for forming the NTMP (Neighborhood Transportation Management Plan), it is safe to say that the transition impacts of up to 352 students in year one, 361 students in year two and an ultimate student load of 228 3rd and 4th grade students in year three, potentially being driven to school, with an ultimate student load of 269, will be significant given the recognized substandard nature of the surrounding streets. These numbers are reflected in the districts own data that was distributed to the NTMP Stakeholder Group. However, the October North School NTMP suggests on page 9 that:

“According to the 2019 Safe Routes to School survey from parents representing 340 students from Valley and View Schools, 87% of students live within one mile of school. On Most days, 35% of school drop-off trips are by car, and similarly, 39% of school pick-up trips are by car.”

I am not sure where this assumption comes from, but it is clearly not what the District's own data suggests. When parents were asked in the Safe Routes to School Survey "at what age would they allow their children to walk to school without an adult", the data for 2nd, 3rd and 4th grade students that was provided to the Stakeholder Group by the district suggested something entirely different. Their own data indicates that only 2.7% of 2nd graders, 3.8% of 3rd graders and 29.5% of 4th graders would walk to school without an adult.

(See attached excel file: "Walk / Drive to School" analysis).

I would suggest that the 35% and 39% references to drive vs. walk on page 9 of the NTMP be revised to more closely reflect the percentages referenced in the District's data and the traffic impacts should be reevaluated and considered accordingly.

- And finally, I know this ship has sailed out of the harbor, but as an individual member of the Group, I would like to make one final observation regarding the process. The Stakeholder Group put a lot of time and effort in working with the District's consultants, the District, and the City Staff. We were aware that the design of North School was not in the specific purview of the Group. However, the size of the school had a critical effect on the traffic and circulation impacts on the community, so it was disappointing that a school for 517 students was built to house less than 300 in its final configuration. I believe that the extra money would have been better spent on additional improvements to both View and Valley schools.

Walk/Bike to School

		PK	K	1	2	3	4	5	6	7	8	none	TOTAL	
		0	0	1	9	13	100	77	69	32	16	22	339	
	WALK %	0.0%	0.0%	0.3%	2.7%	3.8%	29.5%	22.7%	20.4%	9.4%	4.7%	6.5%	100%	
20-21	Students				119	142	141						402	
	Walk				3	5	42						50	12%
	Drive				116	137	99						352	88%
21-22	Students				150	119	142						411	
	Walk				4	5	42						50	12%
	Drive				146	114	100						361	88%
22-23	Students					150	119						269	
	Walk					6	35						41	15%
	Drive					144	84						228	85%