

# City Council Regular Meeting - May 5, 2026

Meeting Time: 05-05-26 18:00

## eComments Report

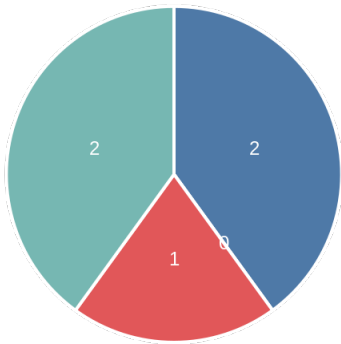
Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
City Council Regular Meeting - May 5, 2026	05-05-26 18:00	42	5	2	0	1

### Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

### Overall Sentiment

Support (40%)   Oppose (0%)   Neutral (20%)  
No Response (40%)



# City Council Regular Meeting - May 5, 2026

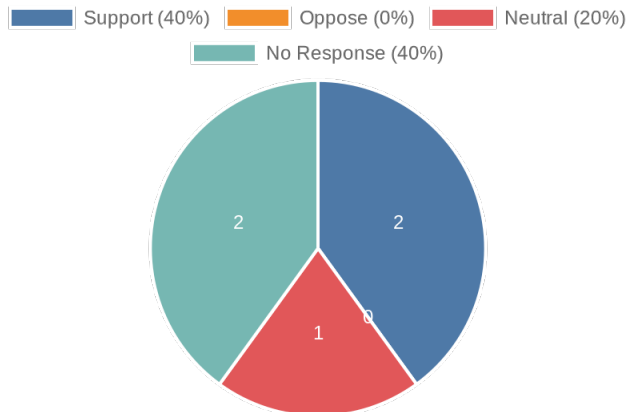
05-05-26 18:00

Agenda Name	Comments	Support	Oppose	Neutral
G. PUBLIC COMMENTS (3 MINUTES PER PERSON)	2	1	0	0
6. 26-0277 Consideration of First Reading of an Ordinance Amending the Manhattan Beach Municipal Code Relating to Bicycles to: (1) Supplement Safety and Operational Requirements for Electric and Motorized Bicycles; and (2) Institute a Juvenile Diversion Program for Juvenile Violators of the Ordinance (No Budget Impact) (Police Chief Johnson). INTRODUCE ORDINANCE NO. 26-0007	1	0	0	1
8. 26-0258 Consideration of Sepulveda Boulevard Traffic Safety Study and Potential Safety Measures (Unbudgeted) (Community Department Director Alkire). (Estimated Time: 1 hr.) APPROVE AND PROVIDE DIRECTION	2	1	0	0

## Sentiments for All Agenda Items

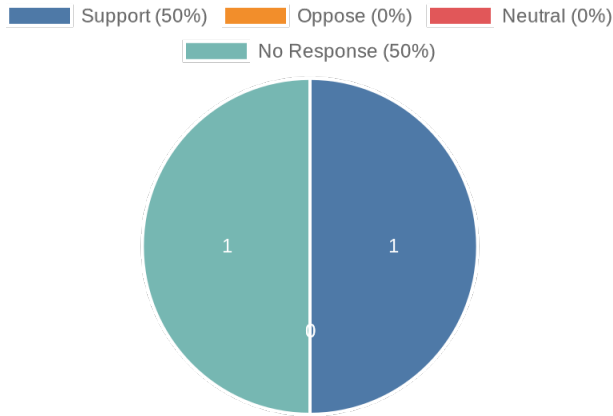
The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

### Overall Sentiment



Agenda Item: eComments for G. PUBLIC COMMENTS (3 MINUTES PER PERSON)

Overall Sentiment



**Beth Gessner**

Location:  
Submitted At: 10:37am 05-05-26

I fully support the Manhattan Beach Community Center project (aka Senior & Scout House) moving forward with the two story design plans that have been submitted to the City and are currently in the 3rd round of review. The Seniors, the Scouts, and the entire community deserve this new facility, and any further delays will be detrimental to the project.

I would like to know the breakdown of the \$3,338,570 soft costs listed in the cost estimate for the "Senior & Scout House." My understanding is these soft costs are primarily for 4 positions (most of which would be part time) and are based on a percentage of the total construction cost, rather than a flat rate or hourly rate. If the cost of materials goes up, the soft costs go up. For the Construction cost of \$9,745,000 the estimates for these positions are:

- On call Project Manager \$812K
  - Construction Manager (12%) \$1.17M
  - Inspector (8%) \$780K
  - Design Support (3%) \$293K
- These salaries seem excessive for this project. Thank you!

**Linda Lytle**

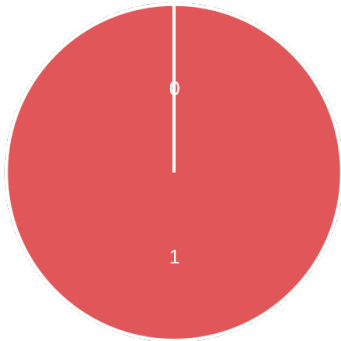
Location:  
Submitted At: 4:49pm 05-04-26

I understand you will be discussing funding for the community center and Scout House. I contributed to that project probably 10 years ago, as did many other people. Changes just keep getting made and this project just keeps getting pushed back year after year. In so doing, the costs just keep rising and the hope of it dims year after year. Disappointment isn't a strong enough word in how this project has been managed. This community center is especially important to the senior citizens and scouts of this city. It's a promise that has not been fulfilled and many of us think it will never will be. Please name an overall project manager for this effort and get it done.

Agenda Item: eComments for 6. 26-0277 Consideration of First Reading of an Ordinance Amending the Manhattan Beach Municipal Code Relating to Bicycles to: (1) Supplement Safety and Operational Requirements for Electric and Motorized Bicycles; and (2) Institute a Juvenile Diversion Program for Juvenile Violators of the Ordinance (No Budget Impact) (Police Chief Johnson).  
INTRODUCE ORDINANCE NO. 26-0007

### Overall Sentiment

Support (0%)    Oppose (0%)    Neutral (100%)  
No Response (0%)



### Lee Phillips

Location:

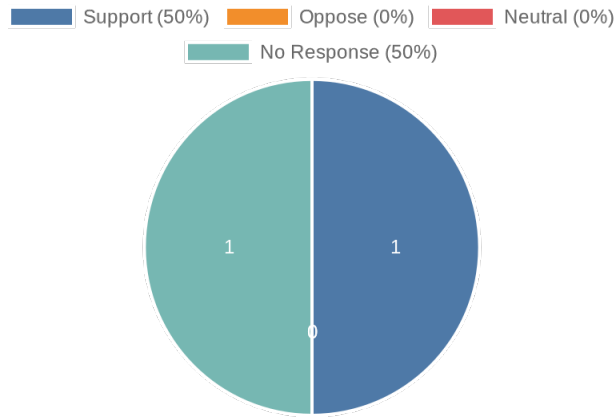
Submitted At: 5:07pm 05-04-26

The 2026 bicycle citation data is difficult to interpret. A drop this significant typically reflects a change in enforcement, not a sudden improvement in behavior. In areas like Polliwog Park during school dismissal, riders are still on the grass with frequent near-conflicts with pedestrians. On nearby streets like Redondo, behaviors such as wheelies and failure to obey traffic controls remain visible.

Many of these activities are already prohibited. That raises a key question: will additional ordinances meaningfully improve safety, or simply result in more warnings and citations without consistent enforcement of existing rules?

Agenda Item: eComments for 8. 26-0258 Consideration of Sepulveda Boulevard Traffic Safety Study and Potential Safety Measures (Unbudgeted) (Community Department Director Alkire).  
(Estimated Time: 1 hr.)  
APPROVE AND PROVIDE DIRECTION

Overall Sentiment



**Lee Phillips**

Location:  
Submitted At: 8:04am 05-05-26

I appreciate the City’s focus on improving pedestrian safety along Sepulveda.

I support prohibiting certain left turns and implementing a Leading Pedestrian Interval, giving people a few seconds to enter the crosswalk before vehicles move. I also encourage the City to review whether current crossing times reflect real-world conditions, especially for seniors, children, and those with mobility challenges.

I support design elements that consistently slow traffic and improve visibility: advance yield lines set back from crosswalks, “No Turn on Red” at key intersections, enhanced crosswalk lighting, and raised or elevated crossings where feasible.

Finally, I urge the City to commit to measuring outcomes—vehicle speeds, compliance rates, and collisions—and to report back publicly within six to twelve months so adjustments can be made based on data.

**SL PL**

Location:  
Submitted At: 8:43pm 05-04-26

Thanks to staff and council for your work on this important issue. I’m pleased to see median barriers, speed feedback, and restriping among the recommendations. Please consider additional measures including transverse rumble strips, boldly colored surfacing, narrower lanes, lateral shifts, offset speed tables, elevated crosswalks, speed cushions, curb extensions, and in-street pedestrian crossing signs. These are all PROVEN by Caltrans to be effective in keeping drivers engaged and speeds reasonable. Caltrans limits which measures can be used on highways, but they also have an appeal process for exceptions. I urge you to allocate resources primarily to projects that are proven to have the strongest impact on speeding or distracted drivers. Please especially utilize

transverse rumble strips and other surface treatments for getting driver attention. When driving the speed limit, these are hardly noticeable, but when speeding, the sound and sensation is attention-getting. Thanks again.