

May 6, 2002

Honorable Mayor and Members of
The Hermosa Beach City Council

Regular Meeting of
May 14, 2002

NORTHEAST HERMOSA BEACH TRAFFIC STUDY

Recommendation:

It is recommended that the City Council:

1. Review the results of the traffic study conducted by Katz, Okitsu & Associates;
2. Receive input from Staff and the public;
3. Provide direction to Staff regarding the implementation of neighborhood traffic calming measures; and
4. Postpone any decisions regarding the use of such measures until the Skechers building is complete.

Background:

In response to complaints about traffic problems from residents who live in the northeast area of Hermosa Beach, the City retained a consulting firm to conduct a neighborhood traffic study. The primary objectives of the study were to identify the concerns of the residents, analyze traffic conditions in the area, and develop a set of traffic calming measures that could potentially be used to improve traffic conditions.

To solicit input from the residents, community workshops were held on November 28, 2001 and on March 5, 2002. The findings were then presented to the Public Works Commission at the April 17, 2002 meeting and additional public input was received. At the three meetings, the consultant presented the results of the technical analysis and described the various strategies that could potentially be implemented in the neighborhood.

Based on the input received from the public, there is no clear consensus as to the preferred approach for addressing the traffic issues. Some of the residents want the City to implement aggressive traffic control/traffic calming measures such as speed humps, one-way streets, diverters, bulges, and medians, while other residents indicate that the traffic situation is acceptable and that no changes are necessary.

The one issue that does have a consensus is that the Skechers building currently being developed on the east side of Sepulveda Boulevard north of Longfellow Avenue in Manhattan Beach will result in additional traffic in the neighborhood.

Additionally, attached (Please see Attachment 3.) is a copy of the petition entitled *Request for Removal of Traffic Signal Located at Longfellow and Sepulveda* which was transmitted to Council via email.

Analysis:

The attached draft report prepared by Katz, Okitsu & Associates summarizes the results of the neighborhood traffic study. The draft report documents the existing and projected traffic volumes and the average travel speeds, and indicates that the primary concerns expressed by the residents are speeding, cut-through traffic, and failure to stop at stop signs. The study area is defined by Boundary Place on the north, Gould Avenue on the south, Sepulveda Boulevard on the east, and Ardmore Avenue on the west.

The study identified a toolbox of traffic calming tools/devices that could potentially be used for addressing the traffic concerns. The options include:

- Speed humps
- Bulges in the street
- Median islands
- Diverters
- Traffic circles
- Additional stop signs
- Turning movement restrictions
- One-way streets
- Special traffic enforcement signs

Various combinations of these options were presented to the community and the PWC to solicit input; however, there was no consensus as to the preferred approach toward addressing the concerns. As stated previously, the only consensus was that the Skechers building would result in an increase in traffic volumes in the neighborhood.

The general conclusion of the study at the present time is that a traffic calming program should not be finalized until such time that the Skechers building becomes operational so that the actual impacts can be monitored and evaluated and that no traffic control measures should be implemented in the interim.

An issue that was raised at the public meetings is that it may be beneficial to relocate or remove the traffic signal that is currently in place at the intersection of Sepulveda Boulevard and Longfellow Avenue because this signal contributes to traffic intrusion on Longfellow Avenue. If the signal were to be relocated, the intersection of Sepulveda Boulevard and Duncan Avenue (one block to the north) would be a possibility. As the Sepulveda Boulevard is on the boundary of Manhattan Beach and Hermosa Beach and is owned and operated by Caltrans, all three parties would have to concur with the decision to remove or relocate the signal. Preliminary discussions with Caltrans indicate that they may consider such a modification if both cities support it and if there would be no cost to Caltrans. Preliminary discussions with Staff at the City of Manhattan Beach indicate that they do not initially support any change to the signal; however, they would present the request to the appropriate commission and to the City Council if a formal request were received from Hermosa Beach.

Fiscal Impact:

The cost of implementing the traffic control/traffic calming measures cannot be determined until the details of the program are specified. The cost of relocating the Sepulveda Boulevard traffic signal is approximately \$150,000. The cost of removing the existing traffic signal is approximately \$50,000.

Alternatives:

1. Postpone any decision to implement neighborhood traffic control/traffic calming measures until such time that the Skechers building is operational.
2. Direct Staff to implement one or more of the traffic control/traffic calming measures presented in the study.
3. Direct Staff to maintain status quo.

- Attachments:
1. Minutes from April 17, 2002 PWC meeting
 2. Draft Northeast Hermosa Beach Neighborhood Traffic Calming Study Conclusions and Recommendations
 3. Request for Removal of Traffic Signal Located at Longfellow and Sepulveda - Petition

Respectfully submitted,

Concur:

Richard Garland, P.E.
City Traffic Engineer

Harold C. Williams, P.E.
Director of Public Works/City Engineer

Concur:

Stephen R. Burrell
City Manager

Michael Lavin
Chief of Police