

September 19, 2002

Honorable Mayor and Members of
The Hermosa Beach City Council

Regular Meeting of
September 24, 2002

**REQUEST FOR REDUCING GREEN-TIME ON WESTBOUND LEFT-TURN
ARROW ON AVIATION BOULEVARD AT PROSPECT AVENUE**

Recommendation:

It is recommended that the City Council provide direction to Staff.

Summary:

At the request of Council Member Art Yoon, Staff has analyzed the current morning and afternoon traffic conditions at the intersection of Aviation Boulevard at Prospect Avenue. Special attention was given to the westbound left-turn movement since there is a concern regarding the number of vehicles potentially cutting through the residential neighborhood. A resident of Prospect Avenue brought the issue to the attention of Council Member Yoon. The resident is concerned that Prospect Avenue is being utilized by commuters as a short cut, and is also concerned with the speed at which they are traveling. The resident is requesting that the City resolve the issue with a strategy to reduce the number of commuters using Prospect Avenue as a short cut during the morning and afternoon peak hours.

The existing timing plan provides adequate service for the westbound left-turners. In order to discourage the potential "cut-through" traffic, a new signal timing plan would be developed which would increase the delay for the left-turners and therefore would discourage any cut-through traffic. Once implemented, as a follow up to the new timing plan, another field observation of the turning movements at the intersection would be made in three to four months, and analyzed to determine the impact of the new signal timing.

Background:

Aviation Boulevard is an east-west major arterial street. At the intersection with Prospect Avenue, there are two through lanes with one shared right-turn lane, and a left-turn travel lane in each direction. Prospect Avenue is a north-south residential street. At the intersection with Aviation Boulevard, there is one left-turn lane, one through lane and one right-turn lane in each direction. A local resident residing on Prospect Avenue has complained about the number of vehicles making left turns onto Prospect Avenue heading southbound. The resident believes that these commuters are utilizing the street to avoid the congestion on Pacific Coast Highway. The resident is requesting the City implement a strategy to discourage the cut-through commuters from using Prospect Avenue.

Analysis:

The existing condition at the intersection of Aviation Boulevard and Prospect Avenue was analyzed. Field observations were conducted, and the current timing plans and turning movement counts were gathered in order to analyze the morning and afternoon peak-hour westbound left-turn movement through the intersection. The results of the analysis indicate that the westbound left-turn movement has high volumes of traffic and currently operates at a Level-Of-Service "D" during the morning and afternoon peak hours. Staff concluded that many

commuters traveling westbound on Aviation Boulevard turn left at Prospect Avenue at an acceptable Level-Of-Service. However, the distinction between local traffic and cut-through traffic is unclear based on the available data.

To discourage potential cut-through commuters from using Prospect Avenue, a new timing plan could be generated, that would change the westbound left-turn Level-Of-Service from a "D" to an "F". The new timing plan would increase the delay time on the westbound left-turn phase, which would result in the commuters having to wait longer to make the left turn onto Prospect Avenue.

The new timing plan could be implemented and traffic volumes would again be observed in three to four months at the intersection. It is Staff's opinion that if part of the current users of Prospect Avenue are cut-through commuters, this strategy could discourage their further use. If the demand decreases, the proposed new timing plan would provide an acceptable Level-Of-Service to the westbound left-turners, which would then be primarily local residents. However, if the demand stays the same, it could be concluded that the current westbound left-turners were not cut-through commuters, but local residents. Subsequently, a new timing plan would need to be developed based on the new turning movement counts and implemented.

Fiscal Impact:

None at this time.

Attachment: Location Map

Respectfully submitted,

Concur:

Ray Abassi
Traffic Engineer

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

Concur:

Stephen R. Burrell
City Manager

Michael Lavin
Chief of Police