

August 3, 2004

Honorable Mayor and Members of
the Hermosa Beach City Council

Regular Meeting of
August 10, 2004

**PROPOSED VACATION OF A PORTION OF 30TH STREET
ON THE WEST SIDE OF PACIFIC COAST HIGHWAY**

Recommendation:

It is recommended that the City Council do the following:

1. Hold a Public Hearing to receive public comment regarding the proposed vacation of 30th Street at Pacific Coast Highway. After receiving staff report and public comment, if Council determines to continue vacation proceedings, then;
2. Adopt the attached Resolution declaring its intention to vacate and abandon a portion of 30th Street on the west side of Pacific Coast Highway, including construction of a cul-de-sac;
3. Set the Public Hearing for Tuesday, October 26, 2004; and
4. Direct staff to hold a public workshop with the Public Works Commission on September 15, 2004, and then perform a one-month test of a full closure of 30th Street and a barrier to westbound traffic on Longfellow Avenue.

Summary:

The property owners at 2901 Pacific Coast Highway have requested that the City consider vacating a portion of 30th Street in order to allow reconstruction and expansion of the present BMW dealership. When this item originally was presented to Council at the July 13, 2004 Council meeting, residents expressed their concerns regarding traffic impacts to the surrounding neighborhood streets. Council directed staff to bring it back as a public hearing to receive additional public comment before initiating vacation proceedings.

The obvious concerns of the cul-de-sac are regarding additional traffic on Longfellow Avenue if 30th Street is closed off at Pacific Coast Highway, and restricted access for 30th Street residents.

Background:

Similar concerns were expressed in 2002, when a new development by Sketchers was proposed in Manhattan Beach. At that time, Longfellow Avenue residents were concerned about the increase in traffic on their street due to the proposed development. Residents on 30th Street were concerned about the traffic impacts on their street due to the BMW dealership. They had problems with the BMW employees parking on their street and all of the delivery vehicles and test-driving that was also done on 30th St. The residents had proposed the cul-de-sac concept at that time as a way to solve this problem. Again, the Longfellow residents objected to the increased traffic that the cul-de-sac would cause.

The City contracted with Katz, Okitsu & Associates to prepare a Neighborhood Traffic Calming Study (see attached report dated May 7, 2002), for the Northeast Hermosa Beach area bounded by Boundary Place to Gould Avenue and Pacific Coast Highway to Ardmore Avenue. The study focused on concerns expressed by residents regarding existing traffic volumes, speeding and safety issues on their neighborhood streets (primarily on 30th Street and Longfellow Avenue). There were two community workshops held and questionnaires circulated. The low turnout at the meetings and few written responses received led to a Public Works Commission and Council determination that perceived traffic issues are not of such significance to the community at large as to warrant the implementation of traffic calming strategies at that time. Some of the measures being considered were speed humps, traffic diverters, changing to one-way traffic, and a cul-de-sac on 30th Street at Pacific Coast Highway. Traffic counts were taken at that time which showed Average Daily Traffic (ADT – total two way traffic) at 1,730 on Longfellow Avenue and 725 on 30th Street.

Analysis:

Longfellow Avenue is only 30 feet wide with parking allowed on both sides. When cars are parked on both sides, two-way traffic is not possible and therefore drivers must yield to oncoming traffic. This is not unusual in Hermosa Beach but becomes a safety concern where there is the potential to back traffic onto PCH.

Staff obtained new traffic counts and speed surveys on Longfellow Avenue and 30th Street between July 30 and August 5, 2004. The results showed similar counts to those reported in 2002. The ADT on Longfellow Avenue was 1,755 ADT, and 30th Street was 1,059 ADT.

Some options considered for Longfellow Avenue to alleviate problems related to traffic volume:

1. Widen the street to 40-feet within the existing 60-foot right-of-way. This would solve safety issues but would likely increase traffic volumes to which the residents may object.
2. Relocate traffic signal to Duncan Place. This option was requested by residents in 2002 but Manhattan Beach was not amenable to this change, most likely due to similar resident concerns on Duncan Place and also because the proposed Sketcher's development and existing commercial properties at Longfellow Avenue would object.
3. Install a barrier to westbound traffic on Longfellow approximately 100 feet west of PCH. Two-way traffic would be allowed on either side of the barrier but it would eliminate ingress from Pacific Coast Highway onto Longfellow Avenue while maintaining ingress and egress to the commercial properties on the west side of PCH. This option would significantly reduce traffic volumes but would require eliminating street parking on both sides of the street for this portion of Longfellow, 100 feet west of Pacific Coast Highway and construction of a bulb turn-around. There is adequate right-of-way for this improvement.

Staff recommends holding a public workshop with the Public Works Commission at the September meeting to discuss alternatives and implementation of a temporary test of a cul-de-sac on 30th Street and Barrier Option No. 3 on Longfellow Avenue; this would be done by

installing temporary barricades and signage. The cul-de-sac on 30th Street would be set up first and traffic counts would be taken on Longfellow to determine impact, then the barrier could be set on Longfellow, and additional traffic counts would be taken. The results of these tests would then be presented to Council at the Public Hearing on the vacation of 30th Street on October 26, 2004.

Alternatives:

Council may take any of the following alternate actions to the staff recommendation:

- ❑ Adopt Resolution of Intention and set Public Hearing date for September and not perform workshop and test project.
- ❑ Abandon vacation proceedings and take no further action.

Fiscal Impact:

None at this time.

Attachments:

1. Correspondence for and against the vacation/cul-de-sac
2. Notice of Proposed Vacation, 7-29-04
3. Map
4. NE Hermosa Traffic Study, May, 2002

Respectfully submitted,

Concur:

Richard D. Morgan, P.E.
Director of Public Works/City Engineer

Stephen R. Burrell
City Manager

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