

June 20, 2006

Honorable Mayor and Members of  
the Hermosa Beach City Council

Regular Meeting of  
June 27, 2006

## **PIER AVENUE PILOT STRIPING PROJECT CHANGE ORDER**

### **Recommendation:**

It is recommended that the City Council:

1. Approve Change Order No. 1 to PCI in the amount of \$8,015 to modify striping of median and travel lanes on Pier Avenue between Hermosa Avenue and Valley Drive; and
2. Authorize Public Works Director to approve changes in contract amount up to a not-to-exceed amount of \$2,000.

### **Summary:**

On May 9, 2006, the Council approved the contract with PCI to re-stripe Pier Avenue between Hermosa Avenue and Valley Drive to test a two-lane option for consideration in the design of the Pier Avenue Street Improvement Project (CIP No. 04-116). This test striping was put into effect on Wednesday, June 7, 2006 in the morning. The new striping included two 12-foot travel lanes with a 20-foot center turning lane and two 18-foot wide diagonal parking aisles. The 20-foot center turning lane simulated widening the sidewalks to 15 feet and having a 10-foot center turning lane.

This change has now been in place two weeks and staff has been observing traffic conditions as well as reviewing comments from the community. The residents in favor of the change liked the fact that traffic was slowed down, pedestrian crossings felt safer, and it gave a small town feeling. Residents opposed cited concerns with traffic congestion and related delays, as well as difficulties in backing out of diagonal parking when traffic is backed up. Other concerns were about diversion of traffic to side streets like 8<sup>th</sup> Street and bicycle clearance between the diagonal parking and the travel lane. In addition, members of the Police Department have expressed concerns regarding traffic back ups affecting PCH, the median being too wide, delivery trucks utilizing center median for deliveries, and parking enforcement having difficulty marking tires while in the single travel lane. The Fire Department does not like the merge to one lane westbound in front of the Fire Station because they sometimes utilize that extra westbound lane to exit the station going eastbound when existing eastbound lanes are congested.

Staff has been able to observe some of the congestion-related problems during working hours but not to the serious extent expressed by residents. The traffic engineer is performing traffic counts on June 23<sup>rd</sup> and 24<sup>th</sup> (Friday and Saturday) and will take pictures during peak hours. Staff will present the results of the traffic study during this council meeting. After reviewing all of the comments, staff is proposing modifications to the test striping that will address the observed problems as follows:

- Change the westbound transition from two lanes to one, to occur west of Bard Street
- Narrow the center turning median from 20 feet to 15 feet
- Add an additional 4-foot aisle between the diagonal parking and the travel lane

This new configuration will simulate a future widening of sidewalks from 10 feet to 12 feet with an 11-foot center median and 22-foot diagonal parking aisles. Staff strongly believes that moving the merge for westbound traffic to west of Bard Street will eliminate the problem of westbound traffic clogging the intersection of Pier Avenue and Valley Drive. This should solve the problem of traffic backing up to PCH which staff considers the most serious problem with the new striping scenario. These changes will also address concerns regarding safer backing out of diagonal parking and providing more clearance for bicyclists and parking enforcement. These changes also correct concerns of the Police and Fire personnel.

PCI has proposed to make the above recommended changes for \$8,015. This alternative may solve some of the major problems of the two-lane option and prove to be acceptable to the community. Staff considers this a reasonable expenditure to thoroughly test the two-lane option before beginning design of the new street improvements and therefore recommends approval.

**Option:**


Another option to consider would be to re-stripe Pier Avenue back to a four-lane roadway. This option is estimated to cost approximately \$10,000. It would leave the existing diagonal parking and lane edge line (fog-line) where they are and stripe four 10-foot wide travel lanes and a 4-foot wide center median. The ultimate build-out could widen the diagonal parking aisle by 2-feet adding flashing red beacons at stop sign controlled intersections eliminating the need for stop signs in the center median.

**Fiscal Impact:**

These test striping costs are part of the design costs for CIP Project No. 04-116 Pier Avenue Street Improvements – sufficient funding is available.

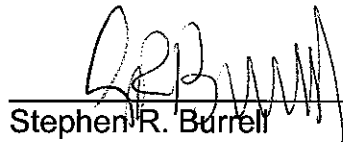
Respectfully submitted,

Concur:



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



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Stephen R. Burrell  
City Manager

Noted for fiscal impact:



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Viki Copeland  
Finance Director