

November 5, 2001

Honorable Chairman and Members of
The Hermosa Beach Public Works Commission

Regular Meeting of
November 14, 2001

**REQUEST FOR STOP SIGNS ON 20TH STREET AT VALLEY PARK AVENUE
TO CREATE A 3-WAY STOP**

Recommendation:

It is recommended that the Commission deny the request to install stop signs on 20th Street at Valley Park Avenue to create a 3-way stop.

Background:

A letter/petition was received from residents requesting that the intersection of 20th Street and Valley Park Avenue be analyzed to determine if it would be appropriate to install stop signs on 20th Street to create a 3-way stop. This is a "T" intersection that currently has a stop sign only on the Valley Park Avenue approach. The intersection is in a residential neighborhood with no sidewalks. Please refer to the attached Site Location Map (Attachment 2).

Analysis:

In response to the request for a 3-way stop, staff monitored the intersection and conducted a technical analysis to determine if a 3-way stop is warranted according to the standard Caltrans criteria. The analysis involves an assessment of traffic volumes, accident statistics, vehicle delay, and pedestrian activity. The Caltrans guidelines suggest certain threshold values that should be used in the decision-making process in order to provide consistency throughout a community and throughout the state. The warrant criteria and the actual measured values for the intersection of 20th Street and Valley Park Avenue are shown below.

Warrant Criteria	Threshold Value	Measured Value (AM/PM Peak Hour)	Threshold Exceeded
Accidents per Year	5/year	0	No
Total Traffic at Intersection	500 vehicles/hour	94/112	No/No
Minor Street Vehicle & Pedestrian Volume	200 vehicles & pedestrians/hour	44/32	No/No
Delay (during peak hour)	30 sec/veh (average)	5/5	No/No

As shown on the table, the traffic volumes are well below the state-recommended thresholds during the peak hours for total traffic and for the traffic/pedestrian volumes entering the intersection from the minor street (Valley Park Avenue). According to the guidelines, the thresholds should be exceeded for eight hours of the day. At this intersection, the thresholds are not exceeded even for the peak hours of traffic activity. A 3-way stop would not, therefore, be warranted based on the state guidelines.

It should be noted that the Caltrans criteria and thresholds are not hard-and-fast rules but are guidelines that should be used in the decision-making process. It is sometimes acceptable to install a 3-way stop if there are unique circumstances that clearly indicate that a 3-way stop would be advantageous. At the intersection of 20th Street and Valley Park Avenue there are some visibility constraints associated with vegetation on the southeast and southwest corners and vehicles parked along the shoulder on the south side of 20th Street. Motorists stopped at the stop sign on Valley Park Avenue must edge forward into 20th Street to see the oncoming traffic. While these constraints result in restricted visibility, the situation is not considered to constitute an accident risk because there have been no reported accidents at this location in recent years.

In summary, the conclusion of the analysis is that it would not be warranted to install 3-way stop signs on 20th Street at Valley Park Avenue. The warrant criteria for a 3-way stop are not satisfied and there are no unique circumstances indicating that a 3-way stop is needed. The staff recommendation, therefore, is for the Commission to deny the request to install stop signs on 20th Street at Valley Park Avenue to create a 3-way stop.

Alternatives:

1. Approve staff's recommendation to deny the request to install stop signs on 20th Street at Valley Park Avenue to create a 3-way stop.
2. Approve the request to install stop signs on 20th Street at Valley Park Avenue to create a 3-way stop.
3. Send back to Staff for further study.

Fiscal Impact:

The estimated cost of installing two stop signs and the associated pavement markings would be \$400. Funds would be available under the current Operations and Maintenance budget of Street Maintenance.

Attachments: Site Location Map
Letter of Petition

Respectfully submitted,

Richard D. Garland, P.E.
Traffic Engineer

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