

July 12, 2004

Honorable Chairman and Members of the  
Public Works Commission

Regular Meeting of  
July 21, 2004

**CONVERT PALM DRIVE TO TWO-WAY TRAFFIC FROM  
LYNDON STREET TO 1<sup>ST</sup> STREET**

**Recommendation:**

It is recommended that the Public Works Commission hear public testimony and consider a recommendation to Council to convert Palm Drive, from Lyndon Street to 1<sup>st</sup> Street, from one-way to two-way traffic.

**Summary:**

At its meeting of April 27, 2004 the City Council received a request to convert Palm Drive between Lyndon St. and 1<sup>st</sup> St. from one-way traffic to two-way traffic which they referred to the Public Works Commission for review and recommendation. In addition, staff received a request from the developers of the properties at 30–44 Hermosa Avenue to do the same (see attached letter dated June 7, 2004).

This segment of Palm Drive is approximately 18.5 feet wide with no parking permitted on either side with the exception of one public parking space at the corner of 1<sup>st</sup> Street on the east side. This street width is similar to many other streets that accommodate two-way traffic (Loma Drive, Sunset Drive, Bayview Drive, etc.). Palm Drive south of Lyndon Street, which is a two-way dead end. Palm Drive is presently one-way (northbound) from Lyndon Street to 34<sup>th</sup> Street. It is a two-way street from 34<sup>th</sup> to 35<sup>th</sup> Street. Staff has no knowledge of what led to making Palm Drive one-way many years ago.

Staff can support changing this segment to two-way since it can be differentiated from the rest of Palm Drive (one-way) because of the offset intersection of Palm Drive at 1<sup>st</sup> Street; therefore it can be clearly signed to avoid confusion.

The impacts of this change to be considered are as follows:

1. The public parking space at the north end of Palm Drive (east side) will have to be eliminated to allow for "Stop" pavement markings and queuing of vehicles at the intersection. This space could be replaced approximately 100 feet south of the present location on the same side of street.
2. This change could precipitate residents on other reaches of Palm Drive requesting the same change to two-way traffic. If this were to be considered, staff feels that it would have to convert the entire length of Palm Drive, which is only 15-foot wide in many blocks. This could also eliminate many more parking spots.

Attachments:

1. Excerpt of Council Meeting Minutes 4/27/04
2. Letter dated 6/7/04

Respectfully submitted,

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