



February 6, 2006

Honorable Chairman and Members of the  
Public Works Commission

Regular Meeting of  
February 15, 2006

**TRAFFIC SIGNAL AT 16<sup>TH</sup> STREET AND PACIFIC COAST HIGHWAY**

**Recommendation:**

It is recommended that the Public Works Commission receive public testimony regarding the proposed traffic signal at 16<sup>th</sup> Street and Pacific Coast Highway.

**Summary:**

City Council, at its regularly scheduled meeting held on January 10, 2006, directed that the Public Works Commission hold a public hearing to develop traffic mitigation options for 16<sup>th</sup> Street at Pacific Coast Highway (PCH). The residents on 16<sup>th</sup> Street, between PCH and Prospect Avenue, have expressed concerns that their street will experience significant traffic increases with the installation of the new traffic signal (see attached correspondence).

The proposed traffic signal at this location was approved by City Council on November 12, 2003. The cost for this improvement is entirely funded by the private developer of the Pavilion on the northwest corner at this location. The developer has contracted for the work, purchased all of the equipment and has been granted a permit by Caltrans for this installation.

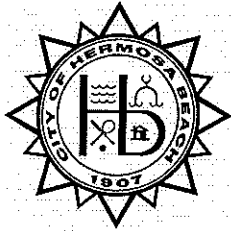
Staff will discuss possible traffic mitigation options. Staff is collecting extensive traffic counts of daily through traffic as well as peak hour turning movements at the intersection. We will then collect similar data following the installation to evaluate impacts. It is staff's recommendation that after a short time period following the installation of the new signal another public hearing be scheduled to discuss the traffic impacts and desired mitigation measures. Whatever changes are made to discourage traffic from using 16<sup>th</sup> Street will directly impact the residents as well.

Attachments: 1. Public Notice  
2. Correspondence Received

Respectfully submitted,



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



# City of Hermosa Beach

DEPARTMENT OF PUBLIC WORKS

## IMPORTANT NOTICE

**ON WEDNESDAY, FEBRUARY 15, 2006, THE PUBLIC WORKS COMMISSION WILL BE CONSIDERING THE FOLLOWING ISSUE WHICH AFFECTS YOUR NEIGHBORHOOD.**

### TRAFFIC SIGNAL AT 16<sup>TH</sup> STREET AND PCH

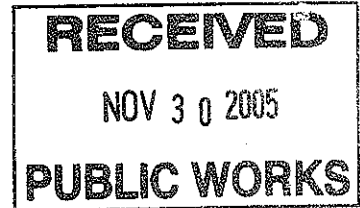
This Public Hearing will be held at 7:00 PM, or as soon thereafter as the matter may be heard in the City Council Chambers, City Hall, 1315 Valley Drive, Hermosa Beach, CA 90254.

**ALL PERSONS** interested are invited to participate and speak at this hearing at the above time and place. All written testimony by any interested party will be accepted prior to or at the scheduled time on the agenda for the matter.

**FOR ADDITIONAL INFORMATION**, see the reverse side of this page for the complete agenda report and/or contact Richard Morgan, Director of Public Works/City Engineer at (310) 318-0211 or email [rmorgan@hermosabch.org](mailto:rmorgan@hermosabch.org).

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

1011 16<sup>th</sup> Street  
Hermosa Beach, CA 90254  
November 28, 2005



Mr. Rick Morgan  
Department of Public Works  
City of Hermosa Beach

Dear Mr. Morgan,

We are contacting you regarding the installation of traffic signals at Pacific Coast Highway and 16<sup>th</sup> Street. Whereas traffic signals may serve the developer of Hermosa Pavilion desire to aid ingress and egress from his facility, we believe The City of Hermosa Beach has not considered the impact traffic lights will have on 16<sup>th</sup> street east of PCH. We are not necessarily against the traffic lights on PCH but we are against the impact the traffic lights will have on 16<sup>th</sup> Street.

**Enclosed is a petition signed by over 27 adult residents who are parents to over 25 children, most of which are younger than age 12, and live on 16<sup>th</sup> Street. The residents believe the dramatic increase of traffic on 16<sup>th</sup> when the traffic lights are operable will prove to be disastrously unsafe for 16<sup>th</sup> Street residents as well as drivers and pedestrians using 16<sup>th</sup> street. This petition represents over 90% of the residents on 16<sup>th</sup> Street between PCH and Prospect who have front doors and/or garage doors facing 16<sup>th</sup>. The remaining approximate 10 % have not signed because they have not been available to sign or agree with the safety issues listed but are not sure of the solution.**

As residents, we are not asking to change the nature of 16th Street. We want to keep it the same. However, traffic lights critically and detrimentally change the nature of the street and fly in the face of the city's street smart walk smart campaign. In addition an improperly implemented plan for the street lights exposes the city to severe liability for any accidents or deaths caused by increased traffic because the city has decided to make a narrow street into a major thoroughfare with limited or no sidewalks, difficult topography and no proper traffic engineering studies.

NO survey or known study has been conducted by the city regarding the traffic signals' impact on 16<sup>th</sup> street. Residents were not formally notified of the intention to install traffic lights but rather we gleaned the information haphazardly through local media. Although you and others in the city have said the city has done studies on the need or

ramifications of traffic lights, no one on 16<sup>th</sup> Street has seen these studies nor do we think said studies even apply to 16<sup>th</sup> Street.

\* When has the city studied the current traffic flow patterns on 16<sup>th</sup> to compare with the new traffic flow when the lights are operable?

\* Why does the city think it is safe to allow 16<sup>th</sup> Street to become a new thoroughfare when a vehicle is parked on the side of 16<sup>th</sup> and two opposing cars must stop to let one or the other car pass because the street is too narrow?

\* Why does the city think it is safe to let a street with no or limited sidewalks to become a main thoroughfare especially with over 20 kids living on the street and dozens more Valley students about to walk on 16<sup>th</sup> once the street lights are installed?

\* Why does the city think it is safe to let a street with a speeding problem become a main thoroughfare? Many autos climbing the steep grade do not decelerate when they crest the hilltop but continue accelerating on the flat often reaching 40 mph or more.

\* Why does the city think a street with difficult topography and restricted views believe it is safe to become a main thoroughfare?

\* Why does the city think it is safe to enable large delivery trucks to travel on 16<sup>th</sup> between Vons and Prospect Avenue? This will become the new, easy, direct route of such trucks.

\* These problems exist and will not get better with more traffic. And please do not think that these problems are exaggerated or do not exist. Come and spend a day on the street or better yet, speak with the residents who have sign the petition.

Why do we think 16<sup>th</sup> Street will become a major thoroughfare? Simple. Most drivers leaving or going to the 24 hour Vons Shopping Center or the new 24 Hour Fitness Pavilion and traveling east of PCH will now have a new shortcut. 16<sup>th</sup> Street will become a shortcut because if you or I or anyone else leaving Vons or the fitness club and traveling east of PCH, would we exit on Pier Avenue, turn left or right on PCH and then left on Aviation or right on 21<sup>st</sup> or Artesia? Or would you or I take a straight shot up 16<sup>th</sup> to Prospect? In fact, would not someone who is taking a student to Hermosa View and who lived west of PCH, consider turning on to Ardmore and then on to 16<sup>th</sup> and then take a straight shot across PCH up 16<sup>th</sup> to Prospect? Human nature says take the shortest, fastest route. And we both know how trafficked the intersection of Pier and PCH is; 16<sup>th</sup> Street and PCH would now offer an alternative to the detriment of 16<sup>th</sup> Street.

If the city desires to install traffic lights at 16<sup>th</sup> and PCH, then the solution to 16<sup>th</sup> Street's issues would be to block off 16<sup>th</sup> Street to through traffic. Not an ideal solution but a good one. And precedent has been set at 14<sup>th</sup> Street and PCH as well as 8<sup>th</sup> and 2<sup>nd</sup> streets probably for many of the same reasons we have listed here. We would not be forcing more traffic on to 17<sup>th</sup> Street than already exists, especially if the blockade is placed on

16<sup>th</sup> west of Raymond. As mentioned earlier, we are not asking to change the nature of 16<sup>th</sup> Street. The city is attempting to do that. However, the city has the civic duty and responsibility to the public's safety to thoroughly study and implement infrastructure changes. Surely Cal Trans is interested in following proper procedures for any plan that involves their agency. In fact, it is surprising that Cal Trans is comfortable with the placement of the traffic light poles in a sidewalk that would not be wide enough to accommodate a wheelchair or baby stroller.

The Pavilion development has dramatically impacted the parking on PCH and the surrounding areas including 16<sup>th</sup> Street. As increased street parking has demonstrated, the development is being used and will be used even more as the other businesses open. It would appear that the city failed to foresee the impact this patronage and parking would have on the area. Now PCH is dangerously dense with parked vehicles and pedestrians crossing PCH in an unsafe and illegal manner. Where PCH used to have 6 lanes of traffic most of the day, the number of lanes has been reduced due to parked vehicles. The base of 16<sup>th</sup> street now has many more cars parked at the side, making turns onto 16<sup>th</sup> from PCH very difficult and dangerous due to the narrowing of the road. Increased parking means increased traffic and this traffic should not be funneled along 16<sup>th</sup> Street. That would be irresponsible and demonstrate a total disregard for the safety of residents on 16<sup>th</sup> Street as well as drivers and pedestrians. 16<sup>th</sup> Street should be blocked off. We are contacting you now so that appropriate arrangements for traffic light configurations can be made with minimal expense and bureaucratic entanglements. Please contact me and the other residents on 16<sup>th</sup> Street as to how the city plans to deal with these safety issues. Thank you.

Sincerely,

A handwritten signature in cursive script, appearing to read "Lee H. Grant". The signature is written in dark ink and is positioned below the word "Sincerely,".

Lee H. Grant

**FILE**

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**CITY OF HERMOSA BEACH  
MEMORANDUM**

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**DATE:** DECEMBER 8, 2005


**TO:** MAYOR & CITY COUNCIL

**FROM:** STEPHEN BURRELL, CITY MANAGER



**SUBJECT:** TRAFFIC SIGNAL AT PACIFIC COAST HIGHWAY AND 16<sup>TH</sup> STREET –  
INFORMATION ITEM

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I have attached a petition received in the Public Works Department regarding the traffic signal that is waiting for the final permit from CalTrans before it is installed by the Pavilion owners, Shook Development Company.

1011 16<sup>th</sup> Street  
Hermosa Beach, CA 90254  
October 11, 2005

Dear Neighbors,

**Sixteenth Street is about to become a major thoroughfare for Hermosa Beach.**

Traffic lights will be installed very soon at PCH and 16<sup>th</sup> Street. While this initially might appear to be a convenient idea, it has ramifications for residents on 16<sup>th</sup> Street and the surrounding area. Most drivers leaving or going to the 24 hour Vons Shopping Center or the new 24 Hour Fitness Pavilion and traveling to or from any place east of PCH will now have a new short cut. Why will 16<sup>th</sup> street be a short cut? Think about it. If you were leaving Vons or the fitness club and traveling east of PCH, would you exit on Pier Avenue, turn left or right on PCH and then left or right Aviation, 21<sup>st</sup> Street, or Artesia? Or would you take a straight shot up 16<sup>th</sup> to Prospect? In fact, if you were taking a student to Hermosa View School and you lived west of PCH, you might even turn up 16<sup>th</sup> from Ardmore and again travel straight up 16<sup>th</sup> to Prospect. The traffic on 16<sup>th</sup> Street will increase dramatically 24 hours a day.

**There are major safety issues to consider!**

- 1) 16<sup>th</sup> Street is narrow. Currently, when a vehicle is parked on the street, two large opposing cars or SUVs must stop and wait for one to pass before the other car can proceed. This is a safety issue.
- 2) Our street has a speeding problem. Because the bottom of 16<sup>th</sup> is at a steep incline, drivers accelerate to climb the hill but they do not decelerate when they crest the hill, often traveling at speeds exceeding 40 miles an hour on the flat section of 16<sup>th</sup>. This is a safety issue.
- 3) Because 16<sup>th</sup> Street has a steep incline and vehicle parking on the street, cars traveling on 16<sup>th</sup> are often unseen by drivers backing out of their driveways until the vehicles almost collide. With the increased traffic flow and often excessive speed, the chance of an accident increases. This is a safety issue.
- 4) If you doubt the possible increase in traffic on our street, just look at the dramatic and unsafe increase in parking on PCH near the 24 Hour Fitness. And this parking is in spite of the parking provided by the Fitness Center. It is already difficult to make a right turn on to our narrow street from PCH but now with the increased street parking and soon to be increased traffic flow, the potential for an accident once again increases dramatically. This is a safety issue.



**\*\*5) And most importantly, there are many families with small children who live on 16<sup>th</sup> Street, a street with very limited sidewalks, limited pedestrian visibility, and excessive speed. This is a safety issue!**

While Hermosa City Public Works and the developer of the 24 Hour Fitness complex who is paying for the traffic lights are thinking about the safety of the drivers and pedestrians on PCH, they have failed to consider the safety of the residents and drivers on 16<sup>th</sup> Street.

So what can we do? First, the reality – I have been told by Public Works the traffic lights are going to be installed. Cal Trans has signed off on it. Public Works has Okayed it, and the developer has paid for it. What are our options? You may have some ideas which we as residents should all discuss. My thought is that unfortunately, we should ask for 16<sup>th</sup> Street to be closed to thru traffic. This was done on 14<sup>th</sup> Street east of Pier Avenue. Several other streets south of Aviation have also been partially blocked off. A precedent has been set and probably for the same reasons I've stated. The City of Hermosa Beach has failed to consider the impact of traffic lights on 16<sup>th</sup> Street. **WE** need to let them know. Please sign the following petition stating your endorsement of the closing 16<sup>th</sup> Street to thru traffic. Or contact me via email at [Appomattox65@msn.com](mailto:Appomattox65@msn.com) or 310-372-1123 to express your ideas regarding this issue. Closing 16th may be an inconvenience to us but for the safety of our families and before a serious accident or injury occurs, it is the right thing to do.

Sincerely,



Lee and Deirdre Grant  
1011 16<sup>th</sup> Street  
Parents of 14 and 12 year old children.

PETITION TO CLOSE 16<sup>TH</sup> STREET  
(please read attached letter)

- | NAME<br>(Please print and sign) | ADDRESS                       | IF CHILDREN, AGES   |
|---------------------------------|-------------------------------|---------------------|
| 1. Lee H. GRANT                 | 1011 16 <sup>th</sup> St.     | 2 Kids, 14 & 12     |
| Deirdre GRANT                   | Deirdre D. Grant              |                     |
| 2. Billy Hipwell Durand         | 1109 16 <sup>th</sup> St.     | 1 child, age 3 yrs. |
| 3. Greg Sampson                 | 949 16 <sup>th</sup> Street   | 2 Kids 1 & 2        |
| Mouly Sampson                   | Mouly Sampson                 |                     |
| 4. Steve Silver                 | 957 16 <sup>th</sup> ST.      | 14 & 17 + 12 + 7    |
| 5. Melinda B. Brown             | 939 16 <sup>th</sup>          |                     |
| MELINDA B BROWN                 | 310 374-0248                  |                     |
| 6. Alan Thomen                  | 909 16 <sup>th</sup> st       | 310) 714-1847       |
| ALAN THOMEN                     |                               |                     |
| 7. Rosalind Bender              | 909-16TH ST.                  | (310) 714-1847      |
| ROSALIND BENDER                 |                               |                     |
| 8. Jay Clemons                  | 901 16 <sup>th</sup> ST       | (310) 379-1435      |
| JAY D CLEMONS                   |                               |                     |
| 9. Allan Fineman                | 945 16 <sup>th</sup> ST       | 310 376 0875        |
| ALLAN FINEMAN                   | 2 Kids; 1 + 3 yrs             |                     |
| 10. Sandra Factor Fineman       | 945 16 <sup>th</sup> Street   | 310 714-1818        |
| SANDRA FACTOR FINEMAN           | 2 kids → ages: 1yr and 3 yrs. |                     |

PETITION TO CLOSE 16<sup>TH</sup> STREET  
(please read attached letter)

	NAME (Please print and sign)	ADDRESS	IF CHILDREN, AGES
11.	Susan Collector	919 15 <sup>th</sup> Place	21-Rachel 14-Collie
	Susan Collector	Nemosa Bch	19-Samantha
12.	M. A.	905 15 <sup>TH</sup> PLACE STANLEY GUSTAFSON	6 - SARA 3 - BRIANA
	<del>Amelia Gustafson</del>	905 15 <sup>TH</sup> PLACE	" "
13.	POUL VIKER	963 15 <sup>th</sup> Place	Jessica - 10 yrs Cory 6 yrs
	<del>Sara Viker</del>	<del>963 15<sup>th</sup> Place</del>	
14.	Jeri Viker	963 15 <sup>th</sup> Place	Jessica 10 yrs Cory 6 yrs
15.	Denis O'Reilly	1005 16 <sup>th</sup> St	
	Denis O'Reilly		
16.	Jeanne Ozanne	1005 16 <sup>th</sup> St.	Christopher 20 yrs
	Jeanne Ozanne		
17.	Jessica Gray	921 16 <sup>th</sup> St.	
	Jessica Gray		
18.	KEVIN PAGE	921 16 <sup>th</sup> ST	
	Kevin Page		
19.	Lisa Brannan	1610 Raymond Ave	Lucas 7 yrs.
	Nan Brannan	" " "	
20.	DESMOND (BUD) MURPHY	838-16TH ST HB.	
	Bud Murphy		

PETITION TO CLOSE 16<sup>TH</sup> STREET  
 (please read attached letter)

	NAME (Please print and sign)	ADDRESS	IF CHILDREN, AGES
21.	JACQUELINE A MURPHY	838-1 COR 9 <sup>TH</sup> H B.	
	<i>Jacqueline A Murphy</i>		
22.	DAVID AND CAROL ADLER	943 15 <sup>TH</sup> PLACE, A.Bch	5+2
	<i>David &amp; Carol Adler</i>		
23.	PHYLLIS HALPIN	1005 15 <sup>TH</sup> PLACE.	
	<i>Phyllis Halpin</i>		
24.	ERIK RILEY	929 16 <sup>TH</sup> ST HB	
	2 kids - 2 1/2 + 7 mos.		
25.	ELIZABETH RILEY		
	2 kids - 2 1/2 + 7 mo		
26.	Mark Hauke	<i>Mark Hauke</i>	
	977 15 <sup>TH</sup> Place		
27.	Sue Charlton	<i>Sue Charlton</i>	
	1601 Raymond Ave HERMOSA Beach		
28.	Mark Walker	<i>Mark Walker</i>	
	927 16 <sup>TH</sup> ST. 1 boy, 4 yrs old		
29.			
30.			

1011 16<sup>th</sup> Street  
Hermosa Beach, CA 90254  
December 18, 2005

Mayor & Council members: Peter Tucker, Michael Keegan, J. R. Revicsky, Sam Edgerton  
Steve Burrell, City Manager  
1315 Valley Drive  
Hermosa Beach, California, 90254

Gentlemen,

Your council meeting discussion December 13, 2005 of the communications submitted by Patricia Egerer regarding the signalization of PCH and 16<sup>th</sup> Street appeared to demonstrate a misunderstanding and cavalier attitude toward the issue. More importantly, missing from the council packet were a letter and petition signed by over 27 residents who are parents of 25 children who live on 16<sup>th</sup> Street. This represents over 90% of the residents on 16<sup>th</sup> between PCH and Prospect who have front doors and/or driveways facing 16<sup>th</sup>. This letter and petition are independent of Ms. Egerer's efforts but no less important and were submitted to Rick Morgan November 28 who passed them on to Steve Burrell. For some reason these documents failed to be presented to council. Foremost in Council's rejection of Ms. Egerer's reasoned letter was the belief that the residents of 16<sup>th</sup> Street had been properly informed by the city of the impact a traffic light would have on 16<sup>th</sup> Street. This is blatantly untrue. Whereas the city has pursued the development of Hermosa Pavilion with residents' tacit approval, at no time did the residents foresee that our street was about to be turned into a major thoroughfare for Hermosa Beach. Nor did the City make us aware of it or ask our consent. This has the appearance of wanton disregard of the safety issues regarding the 25 children who live on 16<sup>th</sup> as well as the countless kids who will be walking on 16<sup>th</sup> as they travel between View and Valley schools when the traffic light is installed.

Simply stated, our street is too narrow. There are no or limited sidewalks. Pedestrians have to walk around parked cars and in the street. Because of the steep incline, drivers accelerate to climb the hill; many do not decelerate once they crest the hill and often reach speeds in excess of 40 mph. Many times when vehicles are parked at the side of the street, traffic must pull over to let opposing traffic pass because of the narrow street. Because of the steep topography and the speed of vehicles, residents pulling out of driveways do not see the vehicles until they are almost colliding into them. All these problems will be dangerously exasperated with the drastic increase in traffic. All these facts are discussed in the letter submitted to Morgan and Burrell.

Bottom line, the city is putting its citizens and itself at great risk. Considerable culpability will have to be placed on the city should you proceed without proper consideration and studies by an independent traffic engineer. WE are not arguing against the installation of a

traffic light. We are protesting the impact of said traffic light on 16<sup>th</sup> Street. To address these safety issues, we have petitioned you to close off 16<sup>th</sup> Street. A barricade can be placed about 50 feet east of PCH, thus allowing the veterinary hospital to have access to its lower parking lot with two entrances, one each from PCH and 16<sup>th</sup>, but successfully prohibiting traffic from proceeding east and uphill. Precedent for a street blockade has been set at 14<sup>th</sup> as well as numerous streets in Hermosa that connect with PCH. WE are not asking to change the nature of 16<sup>th</sup> Street. The City is seeking to do that in a very unsafe and reckless manner. Any reasonable person would see the flaws in making 16<sup>th</sup> Street a thoroughfare if all the issues are properly and fairly presented. To not seek to hear and understand all the safety issues exhibits a callousness and carelessness and exposes the city to considerable liability. Furthermore, to say that all residents were properly notified of the impact of a traffic light when the pavilion project was presented is like saying all passengers knew what to expect when they bought a ticket on the Titanic.

You can develop the PCH corridor but when that development intrudes into the residential area, you have violated your civic responsibilities to the residents of Hermosa Beach. You already have a very dangerous situation when patrons of the Pavilion park on the crowded and busy PCH and illegally cross the street. Don't compound that danger by making 16<sup>th</sup> Street a thoroughfare. Read the letter to Rick Morgan. Check the petition signed by reasonable and knowledgeable residents of Hermosa Beach. Schedule this matter for proper study and discussion.

Sincerely,



Lee H. Grant  
(Rick Morgan letter attached)

Feb. PW Cannon  
15-06

December 19, 2005

Honorable Mayor and Council  
City of Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA 90254

RECEIVED

DEC 19 2005

Per.....

RE: SIGNALIZATION OF PCH AT 16<sup>TH</sup> STREET.

Dear Mayor Tucker and Council:

The proposed signalization of Pacific Coast Hwy at 16<sup>th</sup> Street, requires discussion. Actions taken on December 13, 2005 obstruct the resident's RIGHT for consideration. Below is a brief summary from the meeting.

Summary:

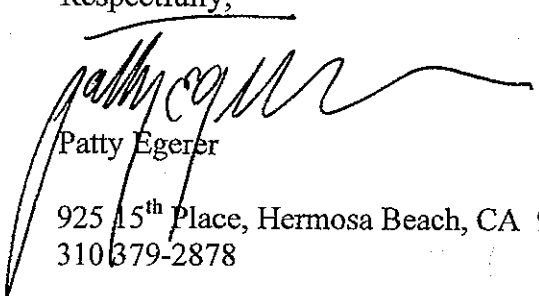
1. Request to hold a public hearing to allow residents a voice. Denied.  
(Councilmen Reviczky & Keegan vote against public hearing, 2:2.)
2. Schedule business item for further discussion. Denied.
3. Investigation of existing and anticipated safety concerns as expressed in communication submitted by residents. Ignored.
4. Request for qualified independent consultant to study the impact to the residential overlay. Ignored.

Council, it is dangerous to ignore the host of interdependent aspects that will determine the success of the signalization of PCH at 16<sup>th</sup> Street. The engineering plans aim to convert 16<sup>th</sup> Street into a traffic artery to service the business corridor on Pacific Coast Hwy.

The expenditure for a consultant is justified and a well reasoned administrative expense. Protecting our residential neighborhood is an investment in the future of Hermosa Beach.

In the absence of strategic planning, permits need to be pulled. Please place this business on the agenda for the next council meeting. A copy of my letter dated December 5, 2005 is enclosed.

Respectfully,

  
Patty Egerer

925 15<sup>th</sup> Place, Hermosa Beach, CA 90267  
310 379-2878

1a

cc: Caltrans  
cc: S. Burrell

December 05, 2005

Honorable Mayor and Council  
City of Hermosa Beach  
1315 Valley Drive  
Hermosa Beach, CA 90254

RE: REQUEST TO RETAIN CONSULTANT  
SIGNALIZATION OF PCH AT 16<sup>TH</sup> STREET.

Dear Mayor Tucker and Council:

Council determined in November of 2003 to approve plans submitted by Shook Development to signalize the intersection located on Pacific Coast Hwy at 16<sup>th</sup> Street, Hermosa Beach.

This letter represents a request to authorize and retain an independent consultant concerning this project. A consultant is required to act as a professional advisor and critical planner to review the feasibility, and impact of the proposed modification.

The decision rendered in November of 2003 was without benefit of a governing document such as a municipal plan, feasibility study, or impact review. The recommendation of the Public Works Director lacked critical analysis and is silent concerning the intensification of 16<sup>th</sup> Street. Shook Development's request for signalization, and business presented to council was without NOTICE to the residents. NOTICE of hearing was never served nor were our concerns surveyed.

Essentially, the engineering plans aim to convert 16<sup>th</sup> Street into a traffic artery to service the business corridor on Pacific Coast Hwy. This will trigger the closure of the 16<sup>th</sup> Street artery, east of the highway. It is reasonable to assume, as business continues to expand along Pacific Coast Highway other neighborhoods will also require street closure.

Logistically, the proposed signal is 2 blocks (less than 200 yards) from another major traffic intersection. This constitutes nine (9)-signalized intersections clustered along a 1.3-mile strip of highway.

Prior to any street construction, the existing plans require strategic review by both the city, and Caltrans. The engineering firm (Linscott Law & Greenspan) was retained by the developer to advocate the special interests of the developer; the firm is unconcerned with impact to residential neighborhoods or community. The volume of vehicular traffic the Pavilion intends to generate (per engineering calculations) intensifies traffic along 16<sup>th</sup> Street, resulting in adverse impact to surrounding neighborhoods. Plans identify placement of multiple traffic signals that will direct traffic from Pacific Coast Hwy, eastbound onto 16<sup>th</sup> Street. Calculations erroneously assume 16<sup>th</sup> Street is capable of accommodating 2-way traffic.

No margin of safety exists for pedestrians who are required to walk in the street. Mothers with trepidation are forced to push a child's stroller into oncoming traffic, and the safety of a child



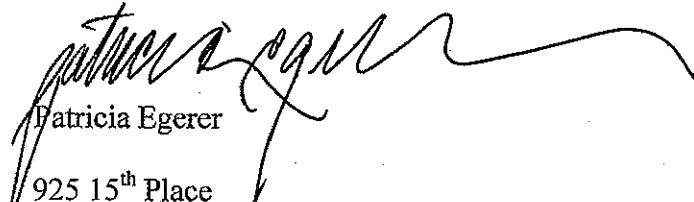
walking to school is disregarded. These plans harm neighborhood. Our living environment deserves respect, as do the families, seniors, and individuals with special needs.

As a separate action item: It has come to my attention that the Pavilion has advised and encouraged customers to park on residential side streets and at the adjacent shopping center, where parking is convenient and free of charge. A policy needs to be adopted immediately, to compel the developer, management, tenants, and customers to park inside the Pavilion's designated parking structure.

To conclude, it is ill advised in the absence of strategic planning to proceed with signalization. It is requested to inform Caltrans to pull permits, and halt alterations. Once residents have the benefit of a professional independent analysis by a qualified consultant who will research this proposed project, a public hearing can be conducted. Once issues are identified and resolved, dialogue with Caltrans can resume.

Thank you for your attention to this matter, my contact information is provided below.

Respectfully,



Patricia Egerer

925 15<sup>th</sup> Place  
Hermosa Beach  
(310) 379-2878

cc: City Manager  
cc: Caltrans

-----Original Message-----

From: Sullivan, Thomas [mailto:thomas.sullivan@credit-suisse.com]  
Sent: Wednesday, February 01, 2006 9:33 AM  
To: 'jbrhbcc@aol.com'; 'michaelkeegan@manhattanbread.com';  
'peter@electpetertucker.com'; 'samedgerton@aol.com'  
Cc: 'tesoffice@aol.com'  
Subject: 16th Avenue-Hermosa Beach

Gentlemen,

As one of the newest homeowners on 16th Ave, I wanted to weigh in on the issue of a traffic light at 16th and PCH.

We recently finished construction of our house. One of the primary reasons we purchased this particular house was the quiet nature of both 16th and 15th Street(s) to which the house faces. We have two children who frequently cross 16th to visit their aunt. I completely agree with my neighbors that adding a light at 16th and PCH could dramatically change the traffic flow on 16th and the profile of the street. The addition of The Pavilion on PCH and the high traffic count nature of their tenants such as the 24 Hour Fitness and other retail establishments will also have an impact on traffic on 16th.

A letter from our neighbors on Dec 21, 2005 regarding the proposal to install a traffic signal was the first time we heard of the plan. From the content of this letter, it is clear to me that the city of Hermosa Beach has not provided adequate notice to residents of 16th Street regarding the signal. It also appears that the decision to install a signal has not been subject to adequate diligence, namely a traffic study on how 16th would be impacted by the light.

I believe a traffic study will show that 16th Street is a poor choice for a major thoroughfare. The street is narrow, and lacks adequate sidewalks. Countless number of school children and adults traverse 16th and are forced into the street when the sidewalk ends. This is an existing safety concern that would be compounded if a traffic light increases the volume of cars on 16th. Prior to making any final decision on the placement of a traffic light, I hope our city leaders can see the wisdom of a traffic study. It is the prudent move to make and will help shield the city from any legal claims in the future. The worst decision would be a "rush to judgment" on the installation of a traffic light at 16th. If a pedestrian on 16th were to be injured or killed after the traffic light was installed, I'd hate to think of the legal ramifications for the city if counsel for a plaintiff showed that Hermosa Beach did not take adequate steps to insure the safety of it's residents.

I have been very impressed by the wisdom and concern shown by city officials throughout the construction process of our house. I have no doubt that the city will continue to exhibit such sound judgment prior to making any decision regarding the installation of a light at 16th and PCH. Please listen to the concerns I and our neighbors have expressed and do the right thing. Take the time to conduct a traffic study and postpone any decisions until the results of the study are available.

Thank you for listening.

Thomas and Joanna Sullivan  
948 16th Street  
Hermosa Beach, CA  
650-722-3100  
tesoffice@aol.com

**From:** Elaine Doerfling  
**Sent:** Monday, February 06, 2006 6:58 AM  
**To:** Rhea Punneo  
**Subject:** FW: PCH & 16th st. - receive & file for public works commission 2/15 meeting

Elaine received this letter this morning. I am forwarding it to you for you meeting on Feb. 15.

Terri

-----Original Message-----

From: DEAN FRANCOIS [mailto:savethestrand@yahoo.com]

Sent: Monday, February 06, 2006 12:31 AM

To: Elaine Doerfling

Cc: peter@electpetertucker.com; samedgerton@aol.com; michaelkeegan@manhattanbread.com; jbrhbcc@aol.com

Subject: PCH & 16th st. - receive & file for public works commission 2/15 meeting

Dean Francois  
Box 808  
Hermosa Beach, ca 90254  
310-318-3326

Public works commissioners:

Robert Beste (310) 376-3781  
Michael DiVirgilio (310) 318-1764  
Jean Lombardo (310) 374-5389  
Daniel Marinelli (310) 379-1793  
Victor Winnek (310) 376-8169

E. Doerfling, City clerk  
City of Hermosa Beach  
Hermosa Beach, ca 90254

Subject: PCH & 16th st. - receive & file for public works commission 2/15 meeting

To Whom It May Concern:

Please have this letter received, filed, and distributed to all commissioners for the next public works commission meeting (Feb. 15, 2006) where I believe you may have placed on your agenda something with regards to the intersection of PCH & 16th street.

The idea of placing a control signal at this intersection is against State of California Transportation (CALTRANS) synchronization guidelines, will stall traffic more on PCH, and cause other bad affects to neighbors and residential streets.

I read about this in the local papers and several residents approached me after I wrote a letter to the editor regarding this subject. I have been told that the signal was never in the construction design and development proposal for the Pavilion. If this is the case, then the environmental review for this Pavilion construction did not include a signal. Therefore, the environmental review for the signal required by the California Environmental Quality Act (CEQA) has not been completed and most likely an independent qualified traffic and engineering study has also not been done.

An environmental review would reveal that if the signal was installed, significant impacts would occur and a complete EIR would be required with mitigation proposed. Furthermore, a traffic study would reveal that there is no current problem with the intersection, and a signal would not be recommended. Any estimates of future increased traffic from a newly remodeled Pavilion would be highly speculative and not a factor.

It is my understanding that the only reason that this subject has surfaced is that the developer offered to pay for a signal to several council members in order to gain their support for the project. Residents have been led to believe that this signal is going in and now fear they must move to attempt to request preferential parking zones, and closure of streets to mitigate this.

This would create safety hazards and frustrate more residents and traffic.

However, it is very doubtful that CALTRANS would ever approve this signal. As you know, they are concerned about anything that affects the flow of traffic on PCH. They make it almost impossible to add turn signal lanes, walk signals, or reduce any other current turn restrictions. In fact, as a public works commissioner in Redondo Beach, we attempted to put a traffic circle at Herondo & PCH and were not able to due to CALTRANS restrictions.

The signal is clearly not in the best interest of the city, the south bay, the county, or the state. Since an EIR and traffic study is needed and it is doubtful that a signal will ever be approved, the city should scrap this complete proposal before any more taxpayers dollars are spent on it and work towards encouraging pedestrian and bicycle traffic by reducing lanes on Pier Ave and elsewhere. Since many residents live close enough to use this form of transportation to visit the Pavilion that is the best thing that can be done for Hermosa Beach.

Cc: city council

Dean Francois  
Friends of the South Bay Bicycle Path

(310) 318-3326  
cell 938-2191

[www.geocities.com/SAVETHESTRAND](http://www.geocities.com/SAVETHESTRAND)

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## Rick Morgan

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**From:** Steve Burrell  
**Sent:** Monday, February 06, 2006 7:50 AM  
**To:** Rick Morgan  
**Subject:** FW: 16th Avenue-Hermosa Beach

For your information.

-----Original Message-----

**From:** Michael Keegan [mailto:michael@manhattanbread.com]  
**Sent:** Friday, February 03, 2006 12:47 PM  
**To:** Steve Burrell  
**Subject:** FW: 16th Avenue-Hermosa Beach

fyi

-----Original Message-----

**From:** Sullivan, Thomas [mailto:thomas.sullivan@credit-suisse.com]  
**Sent:** Friday, February 03, 2006 9:41 AM  
**To:** 'michael@manhattanbread.com'  
**Subject:** RE: 16th Avenue-Hermosa Beach

Thanks for the reply. I am pleased to hear they are collecting data on traffic flows. Regarding your point on transferring traffic flow from one street to another, that is precisely our issue. We believe the installation of a traffic light will dramatically increase the traffic count on 16th. We are not trying to push traffic to another street. The status quo is acceptable. Increasing traffic count on a narrow street like 16th is not. Like you, the residents of 16th Street look forward to reviewing the data. Thanks again.

-----Original Message-----

**From:** Michael Keegan [mailto:michael@manhattanbread.com]  
**Sent:** Wednesday, February 01, 2006 9:24 PM  
**To:** Sullivan, Thomas  
**Subject:** RE: 16th Avenue-Hermosa Beach

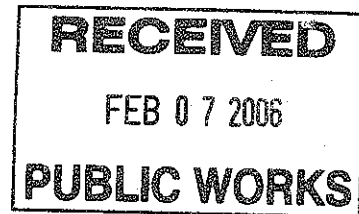
Thank you for your note.

The City has taken steps to measure the current volume of traffic. Once the signal is installed the same measurements will be made. Once these are examined, we results will determine the course of action. I look forward to seeing these numbers and will take the appropriate actions taking into consideration that any traffic taken off one street is put upon another. Any street closure, directional change that will affect traffic on other streets such as 17th 18th, 21st and Prospect. All these people will also want a voice in any additional burdens on their streets.

I plan to examine the actual information and make an informed decision. I look forward to addressing this with that information in hand, not a consultants report.

Respectfully,

Michael Keegan  
City Councilman  
Hermosa Beach, CA  
michael@manhattanbread.com



City of Hermosa Beach  
Rick Morgan  
Public Works Director  
Valley Drive  
Hermosa Beach, CA 90254

February 07, 2006

RE: TRAFFIC FLOW PROPOSAL  
SIGNALIZATION OF PCH AT 16<sup>TH</sup> STREET

Dear Mr. Morgan:

Presented below is a traffic flow proposal that mitigates negative impact sustained by the residential neighborhood due to growth along the commercial corridor, more specifically due to the commercial building located at 1605 Pacific Coast Hwy., Hermosa Beach.

This plan has been carefully drafted and reviewed. An essential component is to protect the residential neighborhood, and mitigate traffic hazards. Implementation of this proposal is **NOT** dependent upon the signalization of Pacific Coast Hwy/16<sup>th</sup> Street.

The proposal alters traffic flow and prevents an eastbound entry or approach from Pacific Coast Highway onto 16<sup>th</sup> Street (segment east of PCH). Residents retain full westbound access to Pacific Coast Hwy. Traffic conflicts are mitigated, so access can be accomplished safely.

**A. MOVEMENT MODIFICATIONS:**

- i. NO LEFT TURN or LEFT TURN PHASING onto 16<sup>th</sup> Street (segment east of PCH). This blocks eastbound approach from PCH onto 16<sup>th</sup> Street, no exceptions, specific to southbound travel on PCH.
- ii. NO RIGHT TURN from PCH onto 16<sup>th</sup> Street (segment east of PCH). This blocks eastbound approach from PCH onto 16<sup>th</sup> Street, no exceptions, specific to northbound travel on PCH.
- iii. NO THROUGH TRAFFIC crossing Pacific Coast Hwy (to or from) 16<sup>th</sup> Street, no exceptions. This blocks through-movement across PCH.
- iv. Westbound access from Prospect to PCH is preserved. Modification is made at the NE corner of the intersection, requiring RIGHT TURN ONLY, no exceptions. This directs motorists northbound on PCH.

**B. ADDITIONAL COMPONENTS REQUIRED TO MITIGATE IMPACT:**

- i. Preferred Parking District. Implement preferred parking district for residents, along 15<sup>th</sup> Place, 16<sup>th</sup> Street, Mira, and Raymond.
- ii. ONE-WAY on 15<sup>th</sup> Place. Direction of travel would be westbound, (downhill) beginning at Bonnie Brae, and continuing along Mira into 16<sup>th</sup> Street. Mira Avenue and 15<sup>th</sup> Place are interior residential streets that are especially narrow and unable to accommodate 2-way traffic.

- iii. Movement restriction, on Raymond at 16<sup>th</sup> Street. Motorists would be directed westbound on 16<sup>th</sup> Street towards the commercial corridor. The posting would be RIGHT TURN ONLY.
- iv. The parking lot orientation for commercial property located at 1560 Pacific Coast Hwy (Animal Hospital) would use frontage along Pacific Coast Highway exclusively for ingress/egress. This would also apply to the redevelopment of both commercial properties situated on the NE & SE corners, specifically (Ocean Realtors & Animal Hospital.)


This proposal influences the dynamics at the intersection in an effort to create safer streets within the residential neighborhood. The proposed 4-way traffic signal tentatively approved by Caltrans is to be abandoned.

It is ill advised to proceed with signalization. Engineering plans failed to account for impact to residential. Caltrans was not in a position to critically analyze the request for signalization. I urge support for the implementation of this proposal, and a halt to signalize the intersection.

Please include this communication for the public hearing before the Public Works Commission, scheduled on February 15, 2006.

Thank you for your consideration.

Respectfully,



Patty Egerer

Encl. Letter dtd Dec. 05, 2006  
Letter dtd Dec. 19, 2006

cc: Caltrans  
Hermosa Beach Mayor & Council