


# **Hermosa Beach**

## **Pacific Coast Highway & 16<sup>th</sup> Street**

### **Residential Intrusion Study**

Presented by: **AAE**  
**Incorporated**  
August 2006





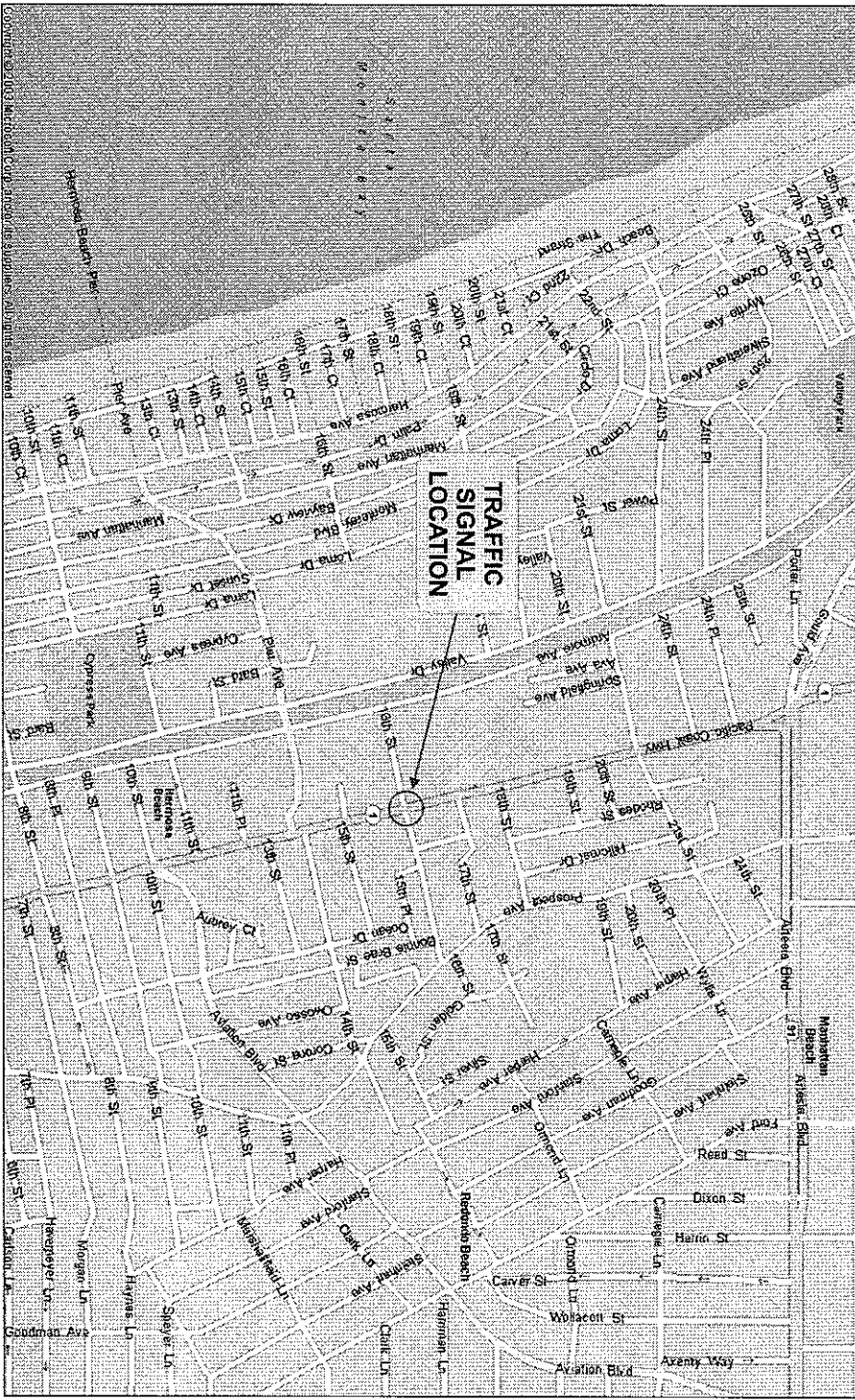
# Follow Up Traffic Study

## Pacific Coast Highway at 16<sup>th</sup> Street

### Residential Intrusion Review

- A follow up study was conducted for the new traffic signal installed at the intersection of Pacific Coast Highway and 16<sup>th</sup> Street.
- The purpose - to determine if the existence of a traffic signal increases traffic volumes intruding on nearby residential streets.





# Vicinity Map





# Aerial Photo



# Current Traffic Counts

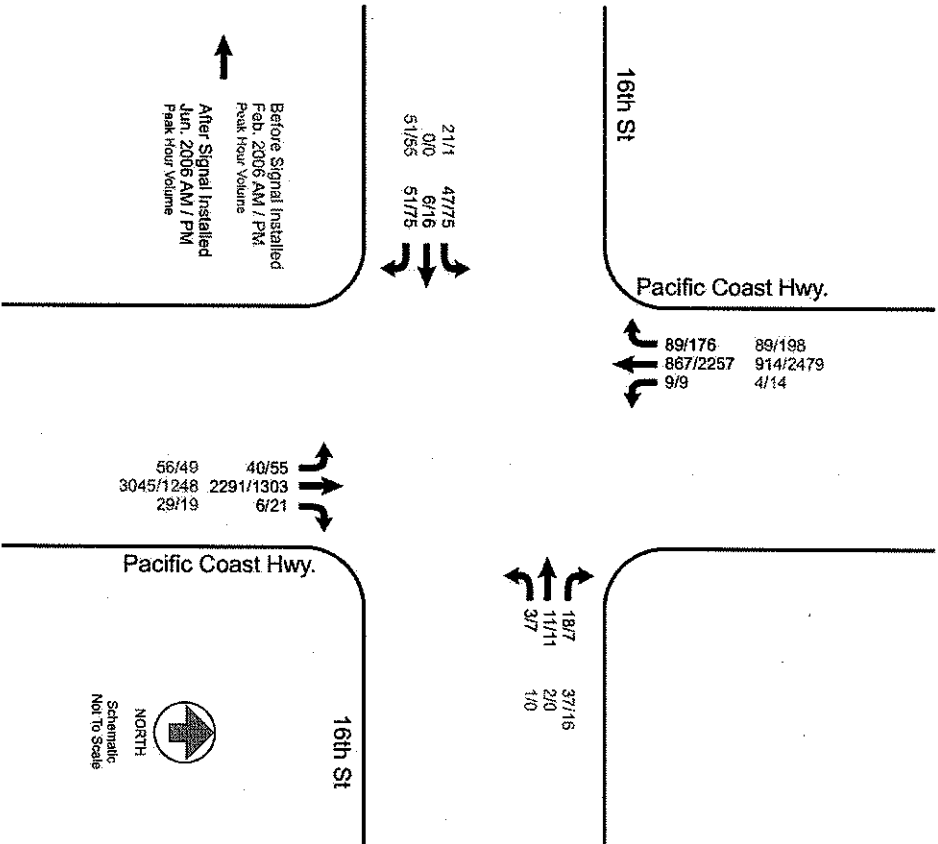
24-hour traffic counts were conducted on both Friday and Saturday to identify peak traffic volumes on area streets. The following table presents current daily traffic volumes.

Daily Traffic Counts With Signal Installed				
Location	Direction	Friday 6/23/2006	Saturday 6/24/2006	Tuesday 2/7/2006
16th W/O Prospect	Eastbound	72	63	n/a
	Westbound	77	86	n/a
	<b>Total</b>	<b>149</b>	<b>151</b>	<b>n/a</b>
16th E/O PCH	Eastbound	550	482	568
	Westbound	339	266	254
	<b>Total</b>	<b>889</b>	<b>768</b>	<b>822</b>
16th W/O PCH	Eastbound	1927	1588	1478
	Westbound	2357	1961	2060
	<b>Total</b>	<b>4284</b>	<b>3549</b>	<b>3538</b>
17th E/O PCH	Eastbound	267	242	n/a
	Westbound	121	90	n/a
	<b>Total</b>	<b>388</b>	<b>332</b>	<b>n/a</b>
18th E/O PCH	Eastbound	185	180	n/a
	Westbound	162	151	n/a
	<b>Total</b>	<b>347</b>	<b>311</b>	<b>n/a</b>
<b>Notes:</b>				
<b>Bold</b>	Indicates Day With Higher Volume			
n/a	Indicates Count Data Not Available			



# PCH & 16th Street

## Before & After Traffic Counts



# PCH & 16<sup>th</sup> Street

## Traffic Count Comparison

Peak Hour Turning Movement Counts  
Before and After Signal Installation  
Pacific Coast Highway & 16th Street

PEAK HOUR	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
AM	56	3045	29	4	914	89	21	0	51	1	2	37	4249
PM	49	1248	19	14	2479	198	1	0	55	0	0	16	4079
AM	40	2291	6	9	867	89	47	6	51	3	11	18	3438
PM	55	1303	21	9	2257	176	75	16	75	7	11	7	4012
GROWTH VOLUME	AM (16)	(754)	(23)	5	(47)	0	26	6	0	2	9	(19)	(811)
	PM	6	55	2	(5)	(222)	(22)	74	16	20	7	11	(9)
													(67)

During the AM peak-hour 5 additional vehicles were observed entering 16th Street east of PCH. However, 4 less vehicles turned northbound right from PCH. The net increase is 1 vehicle during the AM peak-hour.

During the PM peak-hour an increase of 21 vehicles entered 16th Street east of PCH and 13 less vehicles turned left from southbound PCH. The net increase in traffic on 16th Street is 8 vehicles during the PM peak-hour.



# Roadway Capacity Values

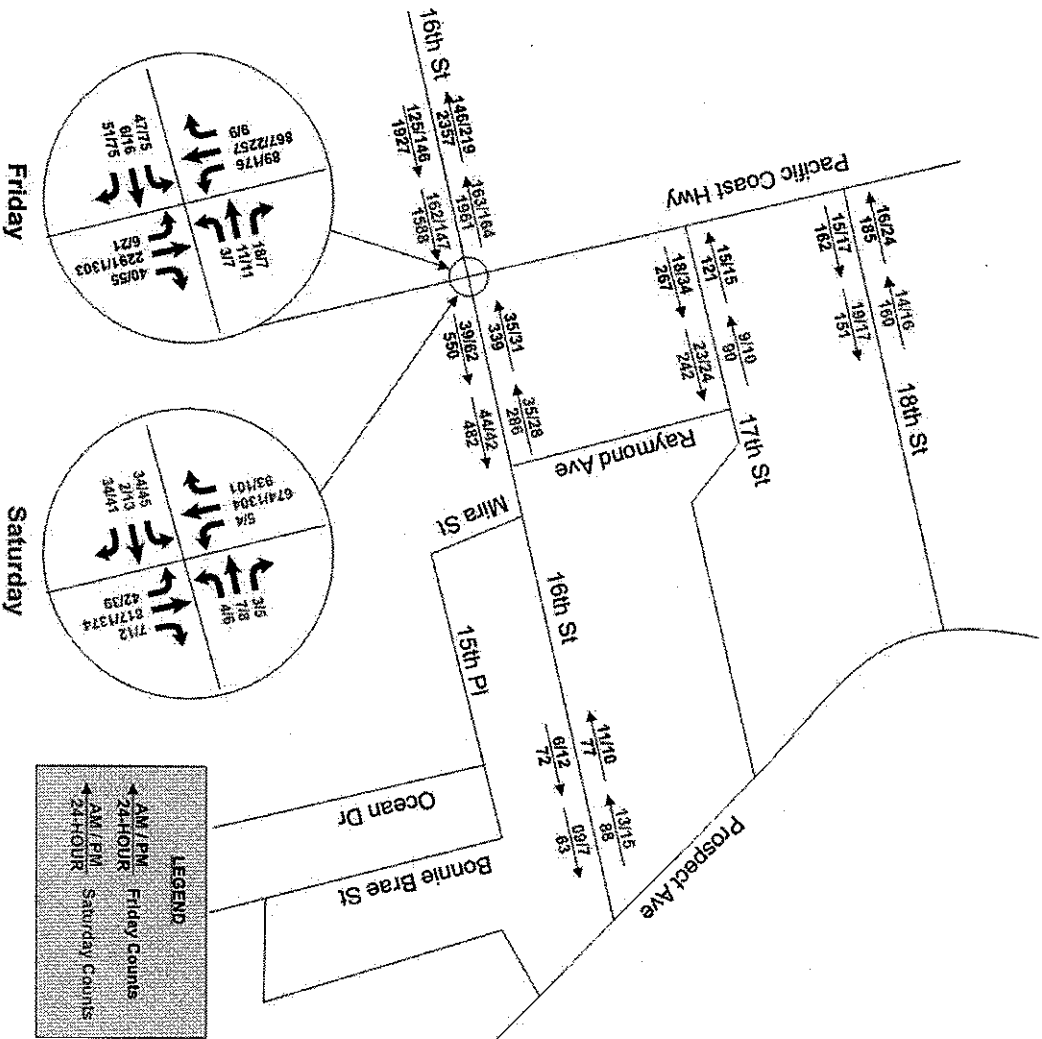
The table below presents Los Angeles County roadway capacity values based on roadway type and corresponding Level of Service.

Daily Roadway Capacity Values (Los Angeles County)						
Type of Roadway	A	B	C	D	E	F
6 Lane Arterial (Divided)	33,900	39,400	45,000	50,600	56,300	
4 Lane Arterial (Divided)	22,500	26,300	30,000	33,800	37,500	
4 Lane Arterial (Undivided)	15,000	17,500	20,000	22,500	25,000	
2 Lane Collector (Divided)	10,000	11,700	13,300	15,000	16,600	
2 Lane Collector (Undivided)	7,500	8,800	10,000	11,300	12,500	
2 Lane Local (Residential)	3,000	3,500	4,000	4,500	12,500	





# Area Traffic Counts



# Capacity Analysis

As shown in the table below, area streets continue to operate at Level of Service "A" after installation of the traffic signal.

Daily Capacity Analysis			LOS
Traffic Counts With Signal Installed			
Location	Direction	Volume	
16th W/O Prospect (Local Residential)	Eastbound	72	A
	Westbound	77	
	Total	149	
16th E/O PCH (Local Residential)	Eastbound	550	A
	Westbound	339	
	Total	889	
16th W/O PCH (Two-Lane Collector)	Eastbound	1,927	A
	Westbound	2,357	
	Total	4,284	
17th E/O PCH (Local Residential)	Eastbound	267	A
	Westbound	121	
	Total	388	
18th E/O PCH (Local Residential)	Eastbound	185	A
	Westbound	162	
	Total	347	



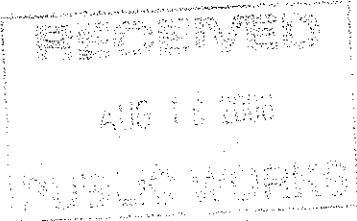
# Findings & Conclusions

- The neighborhood intrusion study findings are as follows.
  - Installation of the traffic signal has statistically ~~changed~~ <sup>NOT CHANGED</sup> the traffic volumes entering 16<sup>th</sup> Street east of PCH.
  - During the AM peak-hour 5 additional vehicles were observed entering 16<sup>th</sup> Street east of PCH. However, 4 less vehicles turned northbound right from PCH. The net increase is 1 vehicle during the AM peak-hour.
  - During the PM peak-hour an increase of 21 vehicles entered 16<sup>th</sup> Street east of PCH and 13 less vehicles turned left from southbound PCH. The net increase in traffic on 16<sup>th</sup> Street is 8 vehicles during the PM peak-hour.
- The light traffic volumes on 16<sup>th</sup> Street west of Prospect indicate that the majority of traffic on 16<sup>th</sup> Street east of PCH is local neighborhood traffic.
- No significant level of residential intrusion has been identified.
- Further analysis is not warranted.

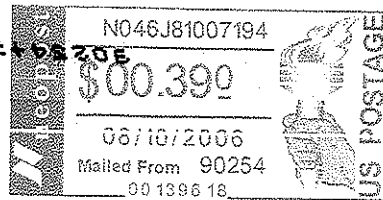




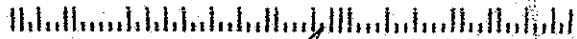
City of Hermosa Beach  
 Department of Public Works  
 1315 Valley Drive  
 Hermosa Beach, CA 90254-3884



Current Resident  
 1536 BONNIE BRAE ST  
 HERMOSA BEACH 90254



90254+3208-36 C018



DON PENDER @ 1536 BONNIE BRAE ST.

1. UNLESS A "TRAFFIC COUNT" PROVES INCREASED VOLUME, 16<sup>TH</sup> STREET WOULD STILL BE USED BY LOCAL RESIDENCES ONLY.

2. FROM VON'S

A "ONE WAY" 16<sup>TH</sup> WOULD INCONVENIENCE LOCAL RESIDENCES BY FORCING THEM ON TO P.C.H. AND ADDITIONAL CONGESTION. THIS CREATING A DANGEROUS LEFT TURN UP 15<sup>TH</sup> STREET OR A MERGE INTO TRAFFIC AND A RIGHT TURN UP. EITHER 17<sup>TH</sup> OR 18<sup>TH</sup> AND INCREASED VOLUME ON THOSE STREETS.

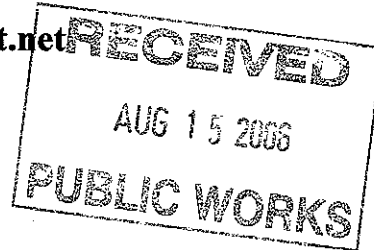
3. PLEASE CONSIDER 16<sup>TH</sup> A VALUABLE EAST / WEST STREET USED BEST IN BOTH DIRECTIONS.

4. IF SPEED OF CARS IS AN ISSUE THEN POLICE ENFORCEMENT SHOULD BE INCREASED.

**SUPPLEMENTAL  
 INFORMATION**

**Charles and Carole Doherty  
1600 Ardmore Avenue Unit 234  
Hermosa Beach, CA 90254  
310 318 7979  
charles.f.doherty@att.net**

**RECEIVED  
AUG 15 2006  
COM. DEV. DEPT.**



**August 14, 2006**

**Planning Commission  
Hermosa Beach, CA**

**Re: Making 16<sup>th</sup> Street one-way west**

**In evaluating the pros and cons of making 16<sup>th</sup> Street one-way West between Prospect and PCH you should consider the impact on 16<sup>th</sup> Street between PCH and Ardmore.**

- 1. There has been a significant increase in traffic in both directions since the 24 Hour Fitness Center opened.**
- 2. Southbound drivers on PCH are using 16<sup>th</sup> Street and Ardmore as a bypass around the light at Pier Avenue.**
- 3. There is a student crossing for Hermosa Valley School at 16<sup>th</sup> and Ardmore. Any additional traffic increases the possibility of any accident.**

**With all that is going on in this area I think it would be poor planning to reduce the traffic flow options by making 16<sup>th</sup> Street one-way.**

**Charles Doherty  
Hermosa Beach**

**Charles Doherty  
Hermosa Beach, CA**

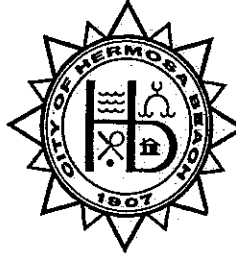
**SUPPLEMENTAL  
INFORMATION**

AUGUST 13TH, 2006

RICHARD D. MORGAN, P.E.

DEAR MR. MORGAN:

I AM AGAINST SUCH A PLAN.  
THE ONE-WAY LANE ON PIER AVENUE  
IS A NIGHTMARE, AND THIS ONE  
WOULD BE MORE OF THE SAME.



THANK YOU,

## IMPORTANT NOTICE

*Barbara Ross*  
BARBARA ROSS, 944 15TH PLACE, HERMOSA BEACH, CA 90254-3227

ON AUGUST 16, 2006, THE PUBLIC WORKS COMMISSION WILL BE CONSIDERING THE FOLLOWING ISSUE THAT WILL AFFECT YOUR NEIGHBORHOOD.

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

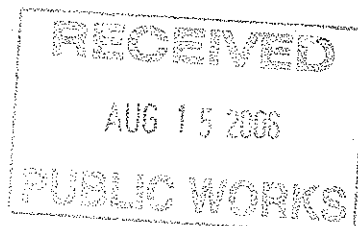
The Public Works Commission will hold a public meeting with residents of the neighborhood served by the new traffic signal at 16<sup>th</sup> Street and PCH as part of the regularly scheduled meeting. Some residents have expressed a desire to restrict access to 16<sup>th</sup> Street east of PCH in an effort to reduce traffic on this street. Restrictions suggested include: making 16<sup>th</sup> Street one-way only east of PCH, not allowing eastbound through traffic from the west side of PCH, not allowing left turns from south-bound PCH, and not allowing right turns from north-bound PCH. These changes, if implemented, would directly impact access to your homes. Please plan on attending this town hall meeting.

The meeting 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** 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



Lee Best  
Read this  
into report  
record

Rec'd at mtg  
9/16/06

**To Public Works Commissioners Beste, Brittain, DiVirgilio, Marinelli, Winnek:**

In February we presented a well thought out plan to mitigate traffic on 16<sup>th</sup> Street. Tonight, we are presented with a new traffic study that appears to refute our requests for traffic mitigation. There are four things that can be said about the latest traffic study regarding 16<sup>th</sup> Street.

**1) This study is incomplete.** It was conducted after school was out of session. 16<sup>th</sup> Street has had school traffic and has experienced an increase in morning school traffic as well as traffic at noon when kids are picked up and afternoon students are dropped off. But this study was conducted after school was out of session. This study was also conducted during the summer when traffic patterns are traditionally erratic. You don't have to be a radio traffic announcer to know that when school starts and people are back from vacation, traffic congestion becomes much worse but this study ignores that element. In fact, daily traffic totals would be much higher although the current 889 is triple what the traffic flow was in 2003 when the traffic light study was submitted to CalTrans. And the current 889 is more than double what surrounding 17<sup>th</sup> and 18<sup>th</sup> streets average as stated in the this current study. But this study is incomplete!

**2) This study and its related speed study are inaccurate.** Supposedly, the traffic on 16<sup>th</sup> Street averages 18-22 miles an hour which means we must live on the slowest street in Hermosa if not the West Coast. If the average speed is 18 miles per hour, then that means somebody is traveling at less than 18 which you have to admit is even harder to believe than someone is traveling faster than 25 miles per hour. It doesn't make sense. I'm not a teenage driver any more unfortunately, so I know how fast 22 miles an hour is. And I know when a car is speeding, especially if it exceeds 40 miles an hour. I don't know when or how this speed study was done but it is wrong. I and my neighbors have yelled at drivers to slow down. We know they are exceeding the speed limit which is 25 miles per hour which is probably too fast for 16<sup>th</sup> Street. To tell us that the average speed on 16<sup>th</sup> is 18-22 miles per hour is insulting. Spend sometime on 16<sup>th</sup> during morning or evening rush hour but also the middle of the day or night when drivers don't think anyone will notice and you will see and hear speeders. Not every car is speeding, an occasional car may be going 18 mph but many are not and it only takes one speeder to kill somebody. One of your own commission members, Dan Marinelli, has been on 16<sup>th</sup> street and if you check your February minutes, he told you he witnessed speeding as well as a host of other traffic related problems. As I said, this study and its speed study are inaccurate.

**3) This study is biased.** When Public Works states that 16<sup>th</sup> Street is rated to take 3000 car trips a day, I think bureaucracy has gone mad. Somewhere some bureaucrats has calculated the average width of a car and hopefully haven't forgotten the wing span of side mirrors in their calculations and they think a 24 foot wide solid cement street that shakes the homes with each wave of cars can accommodate two lanes of speeding traffic with one parking lane on the north 3000 times a day. But since we see vehicles, especially trucks and SUVs pull to the side to let opposing traffic pass, I guess the bureaucrats didn't think about the additional width of a large vehicle. Oh, and lets not

forget the necessary space needed for the kids walking to school or moms pushing their strollers on a street with difficult topography. But really, we shouldn't be concerned until we reach 3000 cars a day.

**4)This study defies common sense.** It states that the traffic on our street is neighborhood traffic. It wants us to believe that all those cars that have been parking on 16<sup>th</sup> and surrounding streets are neighbors. That the 889 cars a day are our neighbors? Are all these neighbors living in bootlegged apartments? We don't have that many neighbors. And don't forget all the cars that weren't counted as I mentioned **point one, "this study is inaccurate"**. The fact is people are coming from out of town to the gym, and they will be coming to the proposed restaurant and yes, there are and will be people coming from other parts of Hermosa because as we stated day one, you have created a great new short cut, a new thoroughfare whose use will continue to grow because hey, the Panama Canal was not built as a scenic route. It is a shortcut. You have created a new short cut at the expense of our neighborhood. You have changed the nature of the street and it is being stated that the traffic travels at below the speed limit. It is wrong and a travesty. A new traffic study is warranted in the fall but if this situation is allowed to remain without any traffic and speed mitigation and if this incomplete, inaccurate, biased and common sense defying study is your basis for your decision, then you are culpable for the endangerment of our children and families, the degradation of our neighborhood, and failure to serve this city and citizens by preserving their safety and quality of life.

Submitted by: Lee H. Grant  
1011 16<sup>th</sup> Street  
Hermosa Beach, CA 90254



Reminder: AOL will never ask you to send us your password or credit card number in an email.

This message has been scanned for known viruses.

From: ronwamba@aol.com  
 To: jdrasco@hermosabch.org  
 Bcc: RonWamba@aol.com  
 Subject: Problems on 16th Street  
 Date: Wed, 26 Jul 2006 7:01 PM

*Rec'd at my 8/16/06*

I am requesting that the following email and attached pictures be forwarded to the City Manager and if appropriate the City Council. I also request that an agenda item be added to a forthcoming meeting that will deal with the issues contained in this email. The issues below have been brought to the Planning Commission and they indicated that many of these types of issues need to be forwarded to either the City Manager or the City Council. If for some reason the pictures do not appear or there is a problem I can deliver a hard copy to the City Clerk. Therefore, based upon statements at the Planning Commission meeting I am requesting that the following issues be addressed and resolved.

I am a resident residing at 1600 Ardmore #213 at the Commodore Condo's. My home is the closest to the parking structure of the new building housing the Pavillion's parking structure. Sixteenth street (16th st) has become a virtual drag strip, raceway, and new parking lot. I have attached a number of pictures taken from my balcony which clearly illustrate the increase in the volume of traffic and the disregard for parking regulations. We also see few police patrols on the street. Last night at 6 pm I turned at the new PCH traffic light west onto 16th street and headed down the hill. I traveled about three car lengths and the traffic was stopped in both directions as people tried to get into the Pavillion parking garage. When I finally had a clear road in front of me, I continued down the hill when a pickup truck heading east and trying to turn into the Pavilion parking garage pulled across the road and blocked the entire road while he waited to get into the parking structure. He tried to block the entire street. I was able to go around the front of his truck and he started swearing at me and was trying to come after me, but traffic stopped him. Cars turning into the Pavillion refuse to let cars going straight down 16th street go through. There is a parking turn lane on the north side of 16th street but it is not used because cars can not make the tight turn into the garage. They think there is a 3 way stop in the front of the Pavillion parking garage. I am 66 and who needs this. Meanwhile, the street remained blocked in both directions and other cars were waiting/parking in the VON's loading area. We are aware that both the Planning Commission and the City Council approved the changes to the parking in the Pavillion that require 2 hours free parking. That was a positive move but it is just not working. It is too hard to enter the Pavillion parking garage. Come out for a few days and see for yourself.

The worst time of the day is 5 pm to 7 pm but the problems continue up to 2am in the morning. Customers of the Pavillion's parking garage peel their tires in and out of the parking garage and tear up and down sixteenth street. Car horns are continuously blaring in the early evening and that continues until 2 am in the morning. Truck drivers of 18 wheelers have started blowing their horns (very loud) in order to get cars parking in the Von's loading area moved. This is right outside our windows. Car owners are allowed to run their radios wide open, like boom boxes, while in the Pavillion garage and upon leaving. Night before last someone was working on their car at 2 am which was parked across the street. This woke me up and I watched a person go between the Pavillion garage and the car which was under the street light. The guy working on the car at 2 am in the morning was wearing a shirt that had 'SECURITY' across the back. The Planning Commission was assured both verbally and in writing that the garage has staff who oversee it. What are these 'parking professionals' doing? Fitness Center patrons are also walking and standing outside the parking garage on the streets up to and past 2 pm. These people are really noisy and they yell right outside our windows. Can't get much sleep anymore. Last Monday, the HB Police had someone on the curb right outside our window at 11 pm. Guess they were dealing with a drinking issue as we have many that go up and down our streets between 11pm and 3am in the morning. Another late night for us.

The above issues go on every day of the week.

The Pavillion Parking Garage has cars on the right side trying to exit to the left and cars from both east and west trying to get into the garage. What a mess. The design of the garage entry is surely lacking and the existing turn lane is not usable. Maybe our city engineer should evaluate the access at 6 pm in the evening and propose a better solution.

Cars and semi's trucks park in the red zone on 16th street in front of the Commodore Condo's. Appears there has been little or no effort on the part of the Pavillion ownership to encourage their patrons to use the parking garage. Because of the problems and wait lines getting into the garage, patrons are parking elsewhere. They park all over the streets in front of residences. If the Pavillion has so much parking available why don't the patrons use it? When I place calls to the police they may or may not show up and it might be an hour later. Does not help much when a semi is outside your window with its engine running or cars are in the Von's loading area late at night with their lights on shining in our windows. Parking control has been doing a fair job but many times they also take an hour to show up. If there is an emergency in the city it must come first, but I have seen city police cars go around illegally parked cars and trucks after I have called in an issue and they just continue down the street. Guess that is not their job? I was assured by the Police Chief and Lt. Lance Jaakota that our problems would be addressed in a timely manner when we requested assistance. Service was good for a while but lately response has been very slow or non existant. Unless our area has increased police patrols problems will only increase.

We need relief on 16th street right now. Some citizen suggestions:

1. Position an unmarked police car on the street to ticket the speeders, the noise makers, and the drunks. Fines could be used to hire an officer.
2. Lower the speed limit on 16th street to some reasonable value such as 15 or 20 mph and enforce it.
3. Make 16th street a one way street. Not ideal but a solution that has worked in other areas in Hermosa Beach.
4. Require Parking Control to make some passes up/down the street at prime times and ticket people parking in illegal parking areas such in the Von's truck unloading area.
5. Consider placing speed strips/bumps on 16th street so that both the trucks and cars have to slow down.
6. Make parking on 16th street resident sticker parking only and on Pacific Coast Hwy in front of residences/condo's resident sticker parking only.
7. Make 16th street a quiet zone so the patrons of the Pavillion and cars or trucks using horns can be ticketed at any hour and enforce it.
8. Make responding to a problem reported by the community regarding parking, speeding or the Pavillion a priority. No one appears to be doing anything right now.

We know that this is not a perfect world and change does take time. We only ask that some cares enough to address issues that are real and continuing and that has been expressed by so many local residents in the last few planning and council meetings. The last Planning Commission meeting brought out at least 40+ people to speak to the parking, speeding, and other issues related to the Pavillion and the area surrounding it, including the request to open a lounge and restaurant in the Pavillion. Right now selling liquor at that location should be the last choice for the City Council. The residents of the area do not support this and seek relief from current problems before addressing any new issues. We want our former quality of life back.

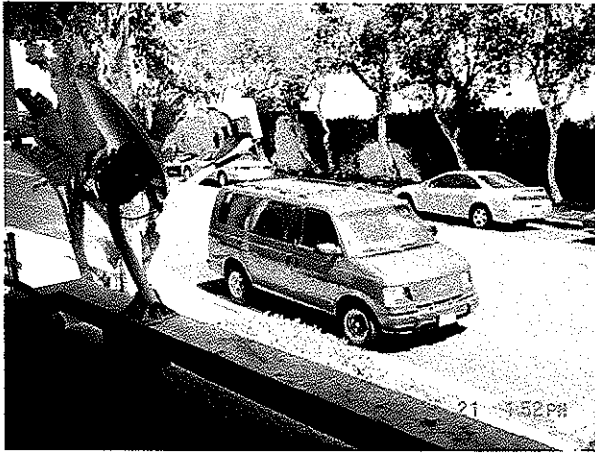
Attached are a few pictures taken from my balcony of the numerous illegally parked cars and trucks and the confusion on the street that they cause. Sorry for the quality, but if requested I can provide many more and of a higher quality. I provided approximately 70 pictures to the Planning Commission. I would be happy to provide any additional information that is needed and would also be available for more details.

Thank you for listening,

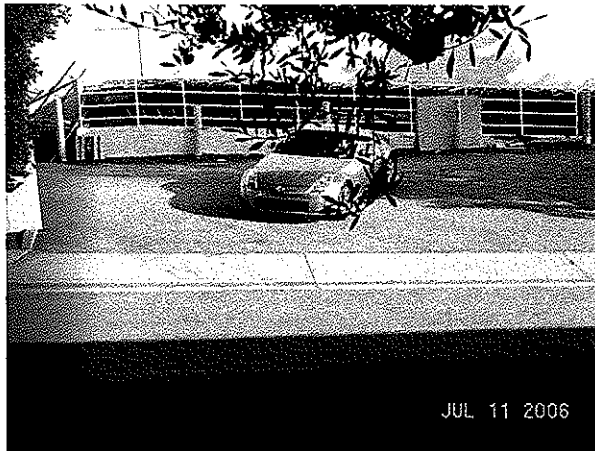
Ron Miller  
1600 Ardmore #213  
Hermosa Beach, CA 90254  
310-937-9052  
ron\_wamba@verizon.net  
ronwamba@aol.com



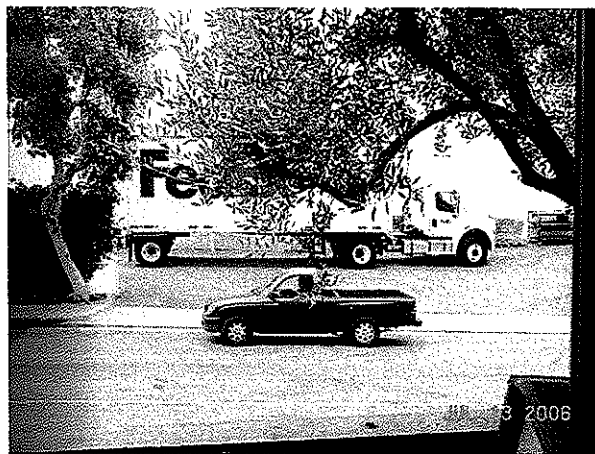
Cars waiting to enter Pavillion and parked in Von's loading area with SUV double parked across the street



Car illegally parking in red curb zone. Called police - no show.



Car illegally parking across entrance to Von's loading area



Car illegally parking across entrance to Von's loading area and blocking Von's delivery truck



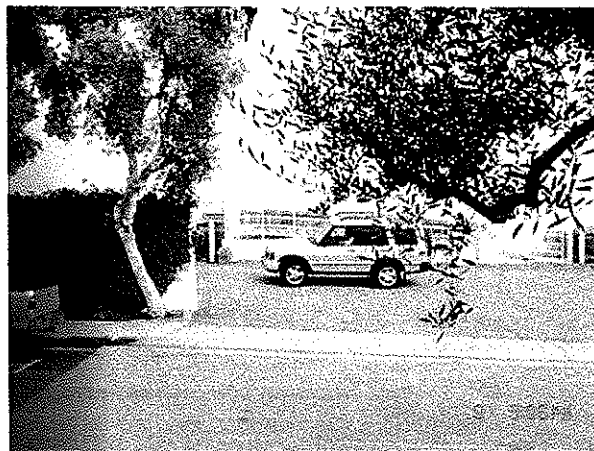
Cars illegally parking across entrance to Von's loading area as well in red curb zone across the street.



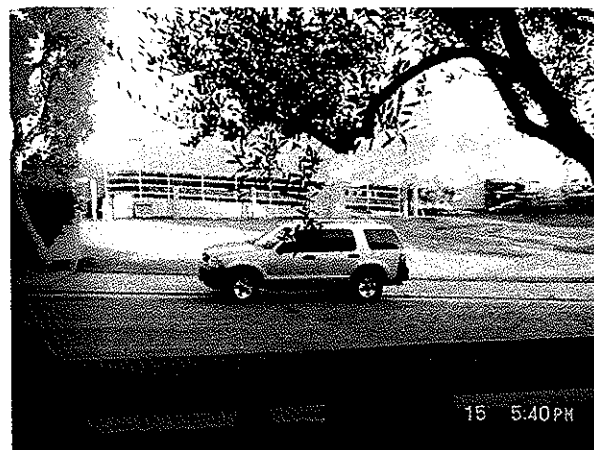
Car illegally parking across entrance to Von's loading area



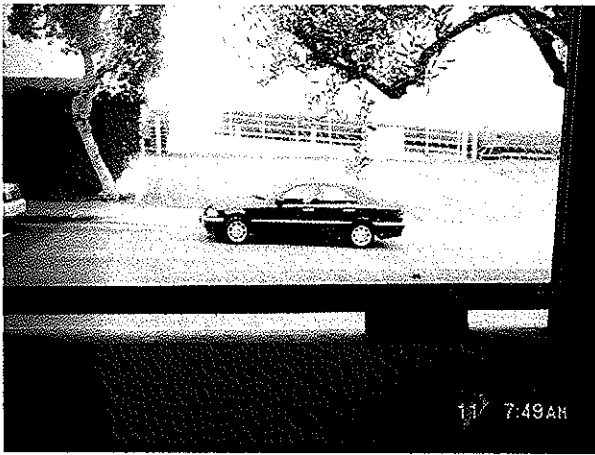
Cars illegally parking across entrance to Von's loading area



Car illegally parking across entrance to Von's loading area



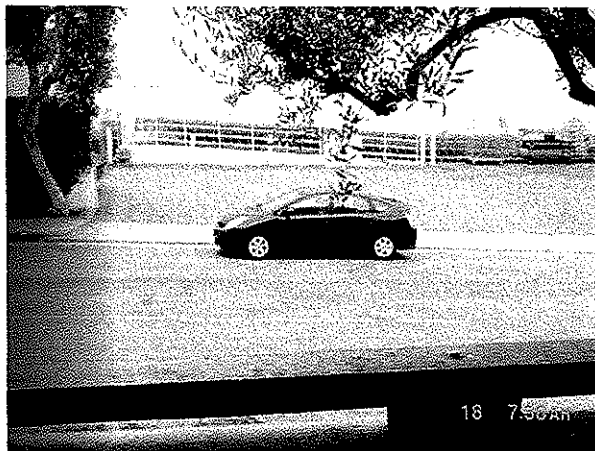
Car illegally parking across entrance to Von's loading area



Car illegally parking across Von's unloading entrance



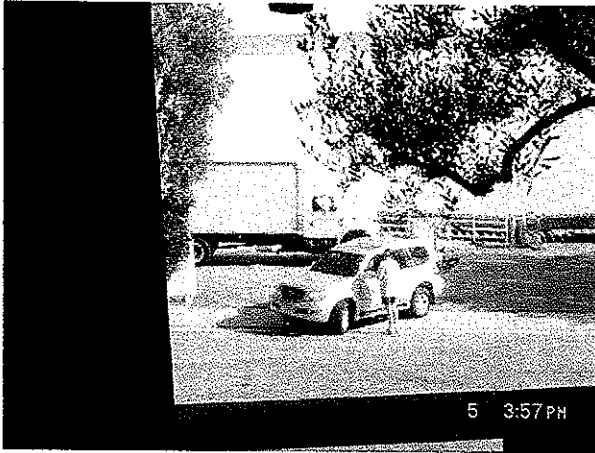
Car illegally parking across entrance to Von's loading area



Car illegally parking across entrance to Von's loading area



Cars illegally parking across entrance to Von's loading area



Illegal Health Club member parking



Von's 18 wheeler delivery truck parking in red curb zone. Called police and 1 hour no show



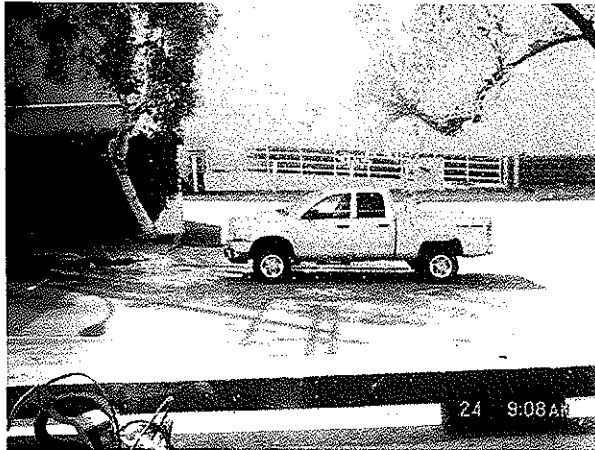
Same truck with power tailgate down unloading.



Another view of 18 wheeler unloading.



Illegal Health Club member parking



Illegal Health Club member parking



Illegal Health Club member parking



Von's delivery truck parking on street and unloading. Called police but no show.

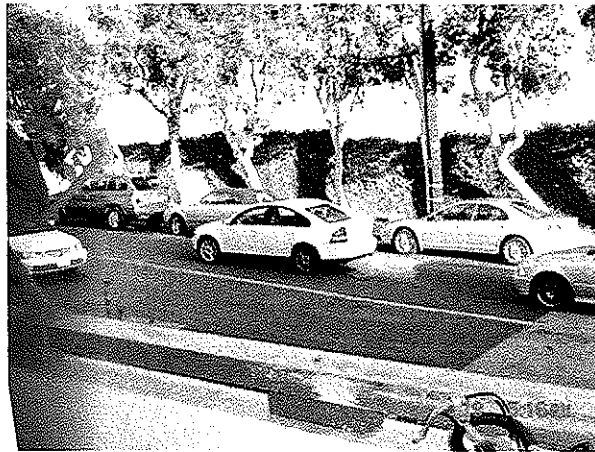




Car crossing lanes as Von's 18 wheeler tries to enter unloading area



Cars entering and exiting Pavillion parking garage



Traffic on 16th street between PCH and Ardmore



Illegal Health Club member parking



Car parked illegally in Von's unloading area



Car parked illegally in Von's unloading area



Health Club member walking down 16th street between PCH and Ardmore



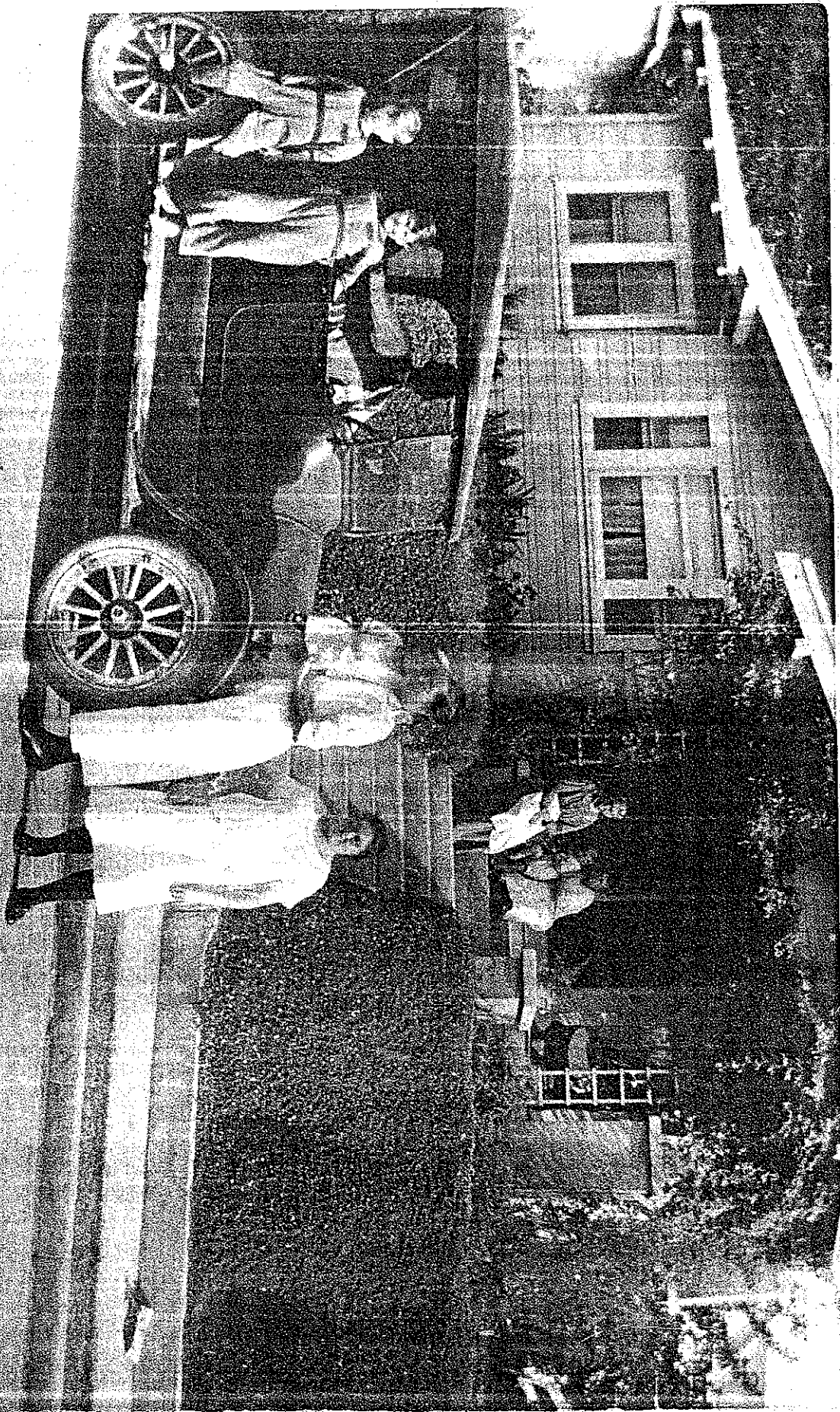
Cars entering and exiting Pavillion parking garage turning left into cross traffic

1924

Winona Mills

wheel weight  
approx 1600 lbs

Rec'd from  
Guthy Eschen  
@ 9/16/10  
mfg



The James Eschen family  
in front of Winona Mills  
home

Dear Rick,

I'd very much appreciate your giving the following email to each member of the Public Works Commission and adding it to the official record of the meeting of August 16. Thank you in advance.

Dear Public Works Commission Members,

Re: 16<sup>th</sup> St. and PCH signal

I have lived at 924 16<sup>th</sup> Street since February 1, 1994. For years, the intersection of 16<sup>th</sup> and PCH was very dangerous—making a left turn from 16<sup>th</sup> St. west to PCH south, crossing PCH as a motorist or pedestrian, making a left turn from 16<sup>th</sup> St. east to PCH north. Moreover, it sometimes took literally 5 minutes to make a turn because of congestion on PCH.

Personally I would do nothing to change the current situation at 16<sup>th</sup>/PCH. The recent addition of the signal at PCH/16<sup>th</sup> St. has relieved all of the above problems and made it a pleasure to cross 16<sup>th</sup> St. /PCH as a pedestrian or motorist.

Unfortunately, some of my neighbors on 16<sup>th</sup> Street and 15<sup>th</sup> Place believe that the signal has substantially added traffic to 16<sup>th</sup> St. between PCH and Prospect and has caused more folks to increase their speed between PCH and Prospect.

I'd like to address these concerns. My property looks out on 16<sup>th</sup> St. and I am home most of the time because I work from home. Since the Hermosa Pavilion has allowed 2 hours of free parking the amount of traffic on 16<sup>th</sup> St. between PCH and Prospect has returned to the levels before 24 Hour Fitness opened. I have also noticed that very few cars seem to be speeding. I cannot vouch for a vehicle's speed anymore than any of my neighbors can vouch for a vehicle's speed since none of us are trained "speed experts (e.g. police officers)." If folks really want to find out if lots of vehicles are speeding you'll need to do a speed survey between PCH and Prospect. That's the only way we'll know for sure about vehicles' speed on this portion of 16<sup>th</sup> Street. As for the amount of traffic on this portion of 16<sup>th</sup> Street, I would ask that you do a traffic count on this portion as well. To the best of my knowledge the city has not done a traffic count between 16<sup>th</sup> and Prospect. The city recently did do a traffic count on 16<sup>th</sup> between Ardmore and PCH.

Some of the suggestions for resolving these alleged problems include closing 16<sup>th</sup> St. at PCH, stopping vehicles going north on PCH from making a right turn on 16<sup>th</sup> St., stop vehicles going south of PCH from making a left turn on 16<sup>th</sup> St., stopping vehicles going east on 16<sup>th</sup> St. from going straight across PCH and making 16<sup>th</sup> Street one way from Prospect to PCH.

I'd like to address these suggestions as well:

- 1) Closing 16<sup>th</sup> Street at PCH-What's the purpose of the signal if residents living east of PCH cannot exit our neighborhood any longer at 16<sup>th</sup>? I believe if you close 16<sup>th</sup> at PCH all that will happen is that you will force people into using 17<sup>th</sup> St., 18<sup>th</sup> St. and 15<sup>th</sup> St. as means to enter our neighborhood. And I can assure you that I can get signatures from residents of those streets opposing the closing of 16<sup>th</sup> Street because it will force more traffic on their streets.
- 2) Stopping vehicles going north on PCH from making right turns on 16<sup>th</sup> Street and stopping vehicles going south on PCH from making left turns on 16<sup>th</sup> Street-All this will do is again force vehicles to use 15<sup>th</sup>, 17<sup>th</sup> and 18<sup>th</sup> Streets to enter our neighborhood and again increase traffic on those streets. Moreover, very few vehicles make a left turn from southbound PCH onto eastbound 16<sup>th</sup> Street.
- 3) Stopping vehicles going east on 16<sup>th</sup> St. from going straight across PCH-see #1 and #2—more traffic on 15<sup>th</sup>, 17<sup>th</sup> and 18<sup>th</sup> Streets.
- 4) Making 16<sup>th</sup> Street one way from Prospect to PCH-This is by far the best suggestion to alleviate the alleged problem. If you make 16<sup>th</sup> one way going westbound from Prospect to PCH you'll again force more traffic onto 15<sup>th</sup>, 17<sup>th</sup> and 18<sup>th</sup> Streets.
- 5) If you decided that #4 (i.e. making 16<sup>th</sup> Street one way westbound from Prospect to PCH) is the best approach I think you need to make the following modifications that will relieve some of the traffic from going on to the other streets:
  - a. Only start the one way at Bonnie Brae—allowing residents on Bonnie Brae and 15<sup>th</sup> Place a way to leave the neighborhood using Prospect.
  - b. End the one way at Raymond—allowing residents to use 16<sup>th</sup> Street to enter the neighborhood instead of forcing more traffic on 17<sup>th</sup> St. and 16<sup>th</sup> Street is a safer crossing because of the signal.
  - c. Allow parking on both sides of 16<sup>th</sup> Street between Bonnie Brae and Raymond. This will force vehicles to go much slower and at the same time create more parking for residents. If you don't adopt suggestions a or b, allow parking on both sides of 16<sup>th</sup> Street from Prospect to PCH.
- 6) Before you decide to implement #1-#4, another idea that would definitely slow traffic on 16<sup>th</sup> between Prospect and PCH is to put in three way stop signs at Bonnie Brae and Mira.

Again, I want to emphasize that I don't believe there is a problem with the 16<sup>th</sup> Street signal and that the current situation is just fine. As the old saying goes "If it ain't broke don't fix it." However, before you take any action, I think it is essential that you conduct a speed survey and a traffic count on 16<sup>th</sup> Street between PCH and Prospect.

Thank you for your consideration.

Fred Huebscher  
924 16<sup>th</sup> Street  
Hermosa Beach, CA 90254

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310-374-0568  
[www.politicalscientists.com](http://www.politicalscientists.com)

August 13, 2006

From: Bill & Shirley Henshaw  
930 - 15<sup>th</sup> Place  
Hermosa Beach, CA 90254

To: Hermosa Beach Public Works Commission

Re: Traffic Signal at 16<sup>th</sup> Street & PCH

We are strongly in favor of the traffic signal at 16<sup>th</sup> Street and PCH. We have resided on 15<sup>th</sup> Place for 28 years and have seen the need for this signal for at least the last 20 years. Individuals created unsafe vehicle conditions by trying to turn left onto northbound and southbound PCH across 2 to 3 lanes of traffic, depending on the time of day. The danger to pedestrians in the marked crosswalk existed on a daily basis and was tragically evidenced by the fatality earlier this year. Therefore, we applaud the City's decision to enter into an arrangement with Developer Shook to have this signal installed. The safety factor has gone up tremendously.

However, we are strongly against restricting access to 16<sup>th</sup> Street east of PCH without valid traffic studies that unequivocally demonstrate the safety or traffic flow need. Creating a one-way street or banning access to this street from PCH will only shift the traffic to surrounding streets. The traffic will divert to 15<sup>th</sup> Place, which is not a through street, to 17 Street, which has a sharp dog-leg curve, and to 15<sup>th</sup> Street which dead ends in an alley (Ocean). This traffic diversion will create additional safety hazards on those streets. While we can sympathize with the few homeowners wanting to take this action to, in their words create a safer environment for their children, the streets are for motorized traffic, not for use as a playground.

Another viable safety solution is to establish a sidewalk on at least one side of 16<sup>th</sup> Street. The sidewalk is needed even with a low level of traffic. As the street exists, telephone poles, shrubbery, fences and retaining walls force pedestrians to walk in the street. 16<sup>th</sup> Street, like all the streets in this area, is narrow and can be intimidating to pedestrians, especially when the street is lined with parked cars.

Thank you for installing the signal at 16<sup>th</sup> Street and PCH. Please don't negatively impact the surrounding neighborhood by unnecessarily restricting access to 16<sup>th</sup> Street.

*Bill Henshaw*  
*Shirley Henshaw*

From: ed king [mailto:[joebuck43@hotmail.com](mailto:joebuck43@hotmail.com)]  
Sent: Saturday, August 12, 2006 12:39 PM  
To: Rick Morgan  
Subject: Traffic Signal at 16th Street and PCH

I am a homeowner and resident of Hermosa Beach. My address is 906 15th Street. When the City of Hermosa Beach decided to erect a barricade on 14th Street, just east of Pacific Coast Highway, almost all traffic was eliminated on 14th Street, between Pacific Coast Highway and Ocean Drive. I am assuming that part, if not all of the impetus for this action came from the residents of 14th Street. A spill over effect of this action was an increase in traffic on 15th Street, between Pacific Coast Highway and Ocean Drive. Now the City is considering access restrictions for 16th Street, between Pacific Coast Highway and Prospect Avenue, because of the concerns of some residents on 16th Street. If such restrictions are implemented, I feel quite strongly that there will be another spill over effect that will again increase the amount of traffic on 15th Street, between Pacific Coast Highway and Ocean Drive. 15th Street is the least suited for additional traffic. 15th Street is a small block, between Pacific Coast Highway and Ocean Drive. I would argue that 14th and 16th Streets were naturally going to attract more traffic, because they ran from Pacific Coast Highway to Prospect Avenue. The wishes of the 14th Street residents were responded to, with a negative effect on the residents of 15th Street. Please don't compound the problem. I hope a "broader view" is taken this time. Please pass my comments on to the Public Works Commission as well as the City Manager. Thank you.

Edward King