



# Administrative Report

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J.1., File # PWS24-1177

Meeting Date: 7/22/2024

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**To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION**

**From:** Department of Public Works

## **TITLE**

FOLLOW-UP DISCUSSION AND POSSIBLE ACTION ON RED CURB MODIFICATIONS AND TRAFFIC CALMING MEASURES ALONG MEYER LANE (190<sup>TH</sup> TO RALSTON)

## **EXECUTIVE SUMMARY**

Red curbs along Meyer Lane (700-800 block) were last discussed at the Public Work & Sustainability Commission (PWSC) meeting on January 22, 2024. At that meeting, the PWSC directed staff to survey residents on the proposed changes, explore traffic calming measures, and evaluate a potential all-way stop at Meyer/Ralston. After the meeting, the District 3 Councilmember made a staff referral to evaluate all curb space along Meyer Lane between 190<sup>th</sup> Street and Ralston Lane. This topic originally came via residents' request to reduce red curbs on Meyer Lane to provide additional parking. The Administrative Report for the January 22, 2024 PWSC meeting is included as **Attachment 1**.

Subsequent to the referral, staff evaluated all red curbs along Meyer Lane, performed sight distance analyses at driveways, evaluated the Meyer/Ralston intersection for a potential all-way stop, conducted a 7-day long, 24-hour vehicular speed/volume study, and conducted an online survey with residents and businesses along the block.

As mentioned previously, there are no special physical or geometric characteristics along Meyer Lane between 190<sup>th</sup> Street and Ralston Lane that warrant driveway red curbs beyond the City's red curb policy or what is typically found along residential streets in the City and around the region. Results from the resident survey showed overall majority support for all proposed reductions to red curb length and occurrences, which is discussed further in this report.

Upon review of street geometry and field observation of traffic patterns, staff does not recommend installing an all-way stop at the Meyer/Ralston intersection due to the two roadways being substantially different in width, functional nature, and volume. Additionally, Ralston terminates at the intersection. Traffic counts show that the approximately 85% of approach traffic at this intersection originates from Meyer Lane.

Lastly, the speed/volume study showed average daily two-way traffic of 3,447 vehicles on Meyer Lane with an 85<sup>th</sup> percentile speed of 30 mph. Under the City's current speed cushion policy, this street would not meet the policy thresholds to install speed cushions.

Staff is seeking input and direction on this matter from the public and the PWSC, with the goal of support (or non-support) of staff recommendation for implementation. Notification of this topic on the meeting agenda was mailed to the addresses along Meyer Lane between 190<sup>th</sup> Street and Ralston Lane.

## **BACKGROUND**

Staff received requests from residents along Meyer Lane to consider reduction of red curb in certain locations to improve parking. Staff also received a subsequent referral from the Councilmember for District 3 to

evaluate red curbs on both sides of Meyer Lane between 190<sup>th</sup> Street and Ralston Lane. Meyer Lane is classified as a local street and has a 25-mph residential prima facie speed limit. Parking is allowed on both sides of the roadway unless otherwise marked with red curb. The street is approximately 35 feet wide and is stop controlled at Ripley Avenue and signal controlled at 190<sup>th</sup> Street. Fronting development along Meyer Lane consists of single and multi-family residential uses on both sides of the street, commercial and industrial uses on the east side of the street closer to 190<sup>th</sup> Street, and a religious use on the east side of Meyer Lane at the Ralston Lane intersection. Sidewalks, curbs, and gutters exist on both sides of the roadway. Staff visited the corridor multiple times, measured the amount of existing red curb and existing curb space for parking, and performed sight distance observations.

## **ANALYSIS**

### *Red Curb Modifications*

Each proposed change to red curb along Meyer Lane was evaluated by Engineering staff. With the exception of carrying higher volumes of vehicular traffic compared to other residential streets, Meyer Lane's geometrics, slopes, and speeds are no different compared to other residential streets in Redondo Beach and the region. Cities around the region, including Redondo Beach, do not typically stripe red curb at every driveway. Exceptions include commercial and higher-volume driveways. While providing zero street parking would provide the most potential visibility on any street, full limitless visibility as far as the eye can see is not required for the typical operations of urban streets. Cities typically provide free unrestricted on-street parking to residents and visitors of residential areas.

**Attachment 2** is the online red curb survey for residents per direction from the PWSC. A letter (including a QR code for electronic response) was mailed to residents directing them to provide their input on each proposed curb color modification. **Attachment 3** shows the boundaries of this study, the survey notification extents, and a map of survey responses. Residents of multi-family residential complexes served by shared driveways were most likely to provide responses. Out of 52 responses received, only one (1) came from a business address. **Attachment 4** shows the results of the study in tabular format, while **Attachment 5** shows the support rate for each location overlaid on the map of staff's proposed changes. Attachment 5 was provided to residents along with the notice for this meeting. **Attachment 6** shows the complete matrix of survey responses, including any comments provided by residents.

As shown in the attachments, a majority of responders supported staff's proposed changes, although several locations exhibited a support level between 50-60%. Shifting the yellow curb commercial loading zone start time serving 608 Meyer from 7 AM to 8 AM exhibited the highest level of support, followed by red curb reductions at Meyer/Ralston. City staff reached out to the commercial tenants at 608 Meyer and received information that deliveries typically do not occur before 8 AM.

Staff would like to highlight the response provided by 711 Meyer, one of two responses received by a resident whose driveway only serves their own residence (single-family house). The resident of 711 Meyer was in support of all changes except for reducing the red curb in front of their own driveway. About 3-4 other responses at multi-unit driveways exhibited similar sentiments (supportive except for their own driveway). About 10 responses exhibited total opposition to any changes along the street except for modifying the yellow curb start time, mostly residents from 609 or 700 Meyer.

If all of staff's proposed red curb modifications are approved, this would restore approximately 16 parking spaces along the block, depending on vehicle size and individual parking habits. This could address instances of drivers illegally parking at other red curb areas. Red curb would remain within 10 feet of fire hydrants, where required at intersections, as necessary to provide space for large trash bin pickup, and if space does not allow for an additional parking space. Red curb beyond what cities typically provide at an intersection would still be present at the 740-790 and 700 driveways.

### *Traffic Calming Measures*

Per PWSC direction, staff conducted a 7-day, 24-hour speed and volume survey along Meyer Lane, the results of which are shown in **Attachment 7**. Staff also collected 48 hours of vehicular approach counts at Meyer/Ralston. Speed and volume were measured halfway between 190<sup>th</sup> Street and the drainage dip located at 709/740 Meyer, which also acts as a speed control device. Measuring speeds at this point provides the highest potential speeds on the block. Meyer Lane north of the dip was not considered to be representative of the typical highest speeds despite the southbound downhill slope because the distance between the dip and Ripley Avenue (stop-controlled) is shorter than the distance between the dip and 190<sup>th</sup> Street. More importantly, speeds on Meyer Lane are affected by drivers turning into and out of Ralston Lane at substantially lower speeds than prevailing through movements.

Attachment 7 shows an average daily traffic of 3,447 vehicles per day and an 85<sup>th</sup> percentile speed of 30 mph. Meyer Lane has a prima-facie speed limit of 25 mph. The City's current speed cushion policy thresholds are streets carrying less than 3,000 vehicles per day and an 85<sup>th</sup> percentile speed of 32 mph or more. Therefore, this street would not qualify for speed cushions at this time under the City's current policy threshold. An alternative traffic calming solution includes the installation of two radar feedback signs along Meyer Lane, one in each direction.

#### *AWS at Meyer/Ralston*

**Attachment 7** also shows two day (48 hours) of traffic counts at the Meyer/Ralston intersection. On average, only 15% of the traffic that enters this intersection originates from Ralston Lane. Per the CAMUTCD, all-way stop controls are not recommended at intersections with such an imbalance in approach traffic volumes. All-way stops are more appropriate where two intersecting roads are of similar functional nature, traffic volumes, and width. Because Ralston Lane terminates at Meyer, is narrower than Meyer, and carries substantially less traffic, an all-way stop is not warranted or recommended here.

### **COORDINATION**

Coordination of this evaluation and report took place within the Public Works Department and with the Councilmember for District 3.

### **ATTACHMENTS**

- 1 - January 2024 PWSC Administrative Report and Attachments
- 2 - Red Curb & Traffic Calming Survey Template
- 3 - Survey Response Address Map
- 4 - Survey Results Table
- 5 - Proposed Red Curb/Yellow Curb Modifications With Survey Results
- 6 - Survey Response Matrix
- 7 - Speed and Volume Summaries