



Administrative Report

J.1., File # PWSS26-0753

Meeting Date: 6/22/2026

To: PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

DISCUSSION AND POSSIBLE ACTION REGARDING THE INSTALLATION OF SPEED CUSHIONS ALONG THE 300 BLOCK OF AVENUE F

EXECUTIVE SUMMARY

In response to resident requests, staff is recommending to install speed cushions along the 300 block of Avenue F between Pacific Coast Highway (PCH) and Palos Verdes Boulevard (PVB). In accordance with the City Council's policy for speed cushion requests, staff provided materials to the petitioners on the block to solicit feedback and approval. Residents provided 33 approval signatures out of the 39 addresses (~85%) on this block of Avenue F, which exceeds the two-thirds threshold required for further evaluation. Public Works Department engineers performed site visits and speed surveys as part of an engineering study in accordance with the City Council's policy. Based on these factors, staff recommends the installation of speed cushions (3 sets) along the 300 block of Avenue F and is seeking input from the public and the Public Works, Safety, and Sustainability Commission (PWSSC) before bringing the matter to City Council for final consideration.

BACKGROUND

The 300 block of Avenue F runs northwest-southeast, where northwest is towards PCH and southeast is towards PVB. It is classified as a local street and has a 25-mph residential prima facie speed limit. It is approximately 40 feet wide with one travel lane in each direction that is separated by a dashed yellow centerline. Slopes on the street vary, with grades exceeding 8% near PCH. Parking is allowed on both sides of the street. The subject block is approximately 1,200 feet (1/4-mile) long and is controlled by a signal at PCH and an all-way stop at PVB. **Attachment 1** shows the subject block, existing intersection controls, and the addresses included in the petition survey. Speed cushions within the neighborhood exist just to the northeast on Avenue E and S Gertruda Avenue, streets of similar width and functional character. Fronting development along the block is primarily single-family residential. Sidewalks and curbs are present along the subject block.

The process to approve and install speed cushions is based on City Council policy (rev. March 3, 2021). Resident petitioners are required to seek approval of at least two-thirds of residents on the affected block by reading and signing the City's standard signature form for these types of requests. Only one vote per dwelling unit is allowed and signatures are spot-verified for residency against City records. Under the City's policy and procedures, signatures received outside of the surveyed street segment are not considered as part of the official approval process. Only after the two-thirds threshold of support is reached does the City proceed with further technical study.

DISCUSSION

Staff received a request for speed cushions along this block in March 2026. The request is due to residents' concerns with vehicular speeds and traffic safety along this block, approximately 1,200 feet, that does not have other speed control devices.

Staff provided the City's official materials in accordance with City policy and resident petitioner(s) proceeded with soliciting neighbor feedback and approval. About 39-40 residences are located within the 300 block of Avenue F, and 26-27 signatures were required to advance the request. As of April 2026, the City received 33 approval signatures, and the City spot-checked signatures for address verification. Therefore, City staff deemed this step of the process complete.

The City has a list of technically-based installation criteria for speed cushions, which includes street classification, grades, horizontal alignment, speed limit, surveyed 85th percentile speed, and traffic volumes, shown in **Attachment 2**. Staff determined that the 300 block of Avenue F would qualify for speed cushions from a technical perspective. Most of the street's slope does not exceed 8% per City policy. Speed and volume surveys were performed by a third-party count vendor for one week (24 hours, 7 days) along the block in April/May 2026. Due to the length of the block, data was collected in two locations, approximately at 309-311 and 331-333 Avenue F. The data showed an average daily traffic volume (ADT) of approximately 1178 and 1209 vehicles per day along the subject block and an average two-way 85th percentile speed of 29 mph at #309-311 and 32 mph at #331-333. Therefore, the ADT is within the City's policy threshold maximum and the speeds meet the City's policy threshold minimum. **Attachment 3** shows a speed and volume summary table that summarizes data provided by the count vendor. The raw data can be made available if desired.

Based on the performed engineering technical studies and resident approvals in accordance with the City's policy, staff recommends proceeding with the installation of speed cushions along the 300 block of Avenue F.

After site visits by the City's engineers, three sets of speed cushions are proposed in front of the following addresses:

- 310 & 313-315 Ave F
- 327-329 & 322-324 Ave F
- 332 & 337 Ave F

These specific locations were determined to provide the most effective speed control along the subject block and are located outside of resident driveway curb cuts. The locations are also outside of segments of the roadway that exceed 8% in slope and also provide adequate visibility of speed cushions. The proposed locations section the 1,200-foot block into four segments of about 250-350 feet between speed cushions, signals, and stop signs. These segment lengths are within engineering industry recommendations and are similar to other installations around the City. Most residents living on Avenue F will need to traverse at least one or two sets of speed cushions when driving to and from their residence.

Speed cushions and associated signage and striping would be installed in accordance with the California Manual on Uniform Traffic Control Devices (CAMUTCD) and other relevant industry guidelines. Street parking removal would not be required upon installation of speed cushions along

this block. **Attachment 4** shows the proposed locations of the speed cushions.

COORDINATION

Coordination of this report and associated analyses took place within the Public Works Department. Noticing of this meeting was provided to the residents and property owners of the subject block. Traffic data was collected by a third-party vendor.

ATTACHMENTS

- Attachment 1 - Study Area Map
- Attachment 2 - City Speed Cushion Policy and Criteria
- Attachment 3 - Speed and Volume Data Summary
- Attachment 4 - Proposed Speed Cushion Locations