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# Administrative Report

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Date: December 2, 2024 [Special Meeting]

To: Public Works and Sustainability Commission

From: Department of Public Works

Subject: DISCUSSION OF SPEED TABLES ON FLAGLER LN (190<sup>TH</sup> – BERYL)

**SUMMARY:**

Based on resident request, data collected by the City, and a subsequent meeting with the Councilmember for District 3, staff is bringing forward a recommendation to install speed tables on Flagler Lane between 190<sup>th</sup> Street and Beryl Street. Due to the unique nature of Flagler Lane and its surroundings in this area, the City's Speed Cushion Policy does not apply to this particular case. Notice of this meeting was provided to residents within 200 feet of Flagler Lane between 190<sup>th</sup> and Beryl. Staff is seeking input and direction on this matter from the public and the Public Works & Sustainability Commission (PWSC). If recommended by the PWSC and approved by the City Council, staff will coordinate the installation of two (2) modular pre-fabricated sets of staggered speed tables in each direction. If appropriate speed reductions are achieved, staff will then implement permanent asphalt speed cushions.

**BACKGROUND:**

In October 2024, a resident(s) requested speed humps along Flagler Lane to address speeding concerns. Flagler Lane between 190<sup>th</sup> Street and Beryl Street is technically designated as a Local residential street in the City's Circulation Element, has a speed limit of 25 mph, and is not on the map of exempted streets for speed cushions under the City's speed cushion policy. The street is approximately 64 feet wide and contains one lane in each direction with a two-way left-turn lane. Grades on the street do not exceed 8% except for a 200-foot segment just south of 190<sup>th</sup> Street. Marked parking spaces are provided on both sides of the street; parallel spaces on the west side and front-in angled spaces on the east side. Midblock crosswalks with pedestrian-activated flashing lights are present in two locations, which connects the neighborhood to Dominguez Park. Dominguez Park and Southern California Edison (SCE) ROW fronts the entire eastern side of the block, while SCE ROW and multifamily homes front the western side of the block. These homes do not directly front or access Flagler, and are mainly oriented towards the intersecting streets. Although designated as a Local street, Flagler acts as a regionally serving street. It is the key north-south biking connection within Redondo Beach, especially for the majority of RUHS students who live in North Redondo. The City's Speed Cushion Policy intends to solicit feedback solely from residents living along the block. None of the residential lots directly face Flagler Lane, and Dominguez Park and other institutional land constitute more than 80% of the block. Therefore, staff and the District 3 Councilmember determined that the City's Speed Cushion Policy and typical procedures do not apply to this street.

## **ANALYSIS:**

Upon receiving the resident's speed hump request, staff proceeded to collect traffic volume and speed data for the block typical to other requests. Speeds and volumes were collected for a 1-week/24-hour period in mid-October of 2024. **Attachment 1** shows the speed and volume summary. The recorded 85<sup>th</sup> percentile speed is 34 mph, while the average daily two-way traffic is 3,424 vehicles per day. For reference, the policy thresholds under the City's Speed Cushion Policy are speeds of at least 32 mph and an ADT no more than 3,000 vehicles per day.

Because the 85<sup>th</sup> percentile speeds are well above the 25-mph speed limit and due to the presence of uncontrolled midblock crosswalks adjacent to a park, staff is recommending the installation of physical speed control devices along this block. Because Flagler carries higher volumes and serves as a more regional connection, staff is proposing to install the City's first speed tables.

Speed tables are similar to speed cushions/humps in which they help control speeds to more manageable levels. However, speed tables contain a flat middle section that results in a less severe experience for drivers. Drivers are able to traverse speed tables at higher speeds (20-25 mph) compared to speed cushions (10-15 mph), and are more appropriate for busier and higher speed streets. Raised crosswalks are a similar treatment. The City of Los Angeles has installed numerous speed tables on busier and higher speed streets with speed limits up to 35 mph. Los Angeles has achieved considerable reductions in both speeds and collisions as a result of installing speed tables.

Because the City of Redondo Beach has not yet installed any physical speed control devices on streets of citywide significance like Flagler, city staff is recommending to first install modular speed tables for a 1-year period prior to installing permanent asphalt speed tables (if successful). The City will collect additional data and input during this trial period to determine whether or not to install permanent speed tables. Permanent speed tables are recommended in the long-term due to increased durability. Other solutions such as raised crosswalks and street restriping were also considered to reduce speeds, but modular or permanent speed tables are seen as the most cost effective solution that can be implemented relatively quickly.

Speed tables are proposed approximately 50 feet in advance of each existing midblock crosswalk on Flagler, shown in **Attachment 2**. Attachment 2 also shows an example of the modular speed table, although the markings would be revised to meet CAMUTCD standards. The speed tables will encompass the width of the parking lane, vehicle lane, and two-way left-turn lane. This will deter drivers from bypassing the speed control devices, but would allow emergency vehicles to drive in the opposing through lane if desired. Nonetheless, speed tables allow for any vehicle to traverse them at a higher rate of speed, which should have negligible effects on emergency response times.

Staff expects the cost to purchase and install modular speed tables to be around \$20,000, while the cost of permanent asphalt speed tables is expected to cost \$30,000. The

estimated cost of materials and to perform this work can be accommodated by the City's Traffic Calming budget.

**COORDINATION:**

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

**Prepared by:**

*Ryan Liu, Transportation Engineer*

**Submitted by:**

*Andrew Winje, Public Works Director*

**ATTACHMENTS:**

- 1 – Speed and Volume Summary for Flagler (190<sup>th</sup> to Beryl)
- 2 – Proposed Speed Table Locations

**Flagler Lane (190th to Beryl)  
Speed and Volume Summary**

DATE	NORTHBOUND VOLUME (VEH/DAY)	SOUTHBOUND VOLUME	TOTAL DAILY VOLUME	NORTHBOUND 85TH % SPEED (MPH)	SOUTHBOUND 85TH % SPEED	TOTAL 85TH % SPEED
Tuesday, 15 October 2024	1857	1813	3670	34	35	34
Wednesday, 16 October 2024	1810	1741	3551	34	34	34
Thursday, 17 October 2024	1933	1884	3817	34	34	34
Friday, 18 October 2024	1843	1848	3691	34	34	34
Saturday, 19 October 2024	1556	1653	3209	34	34	34
Sunday, 20 October 2024	1160	1349	2509	35	34	34
Monday, 21 October 2024	1664	1860	3524	36	34	35
<b>7-DAY AVERAGE DAILY VOLUME</b>			3424			
<b>VOLUME CAP FOR SPEED CUSHIONS</b>			3000			
<b>AVERAGE 85TH % SPEED</b>				34	34	34
<b>REQUIRED SPEED FOR SPEED CUSHIONS</b>						32

Flagler Speed Tables - Proposed Locations



190th/Anita

Too steep

Agate

Speed Table Locations

Modular Speed Cushion Example (21')



Amethyst

Beryl