



Administrative Report

J.2., File # PWSS26-0530

Meeting Date: 4/27/2026

To: PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

PROJECT UPDATE AND DISCUSSION OF TRAFFIC SIGNAL AND CURB RAMP REPLACEMENTS ALONG PROSPECT AVENUE

EXECUTIVE SUMMARY

Like other components of public infrastructure, traffic signals must be replaced periodically to address normal wear and tear, meet modern standards, add new technologies, and address contemporary traffic and safety issues. Under the Traffic Signal Communication and Network System - Phase 2 Project, the City received \$2,630,000 in Metro Measure M grant funds to design traffic signal improvements along Prospect Avenue and Catalina Avenue. This agenda item pertains to improvements along Prospect Avenue only.

Recent codification of Americans with Disabilities Act (ADA) public right-of-way standards and modern Caltrans traffic signal standards has resulted in substantial changes to how traffic signals and intersections operate, feel and look. Because the City is required to comply with ADA and Caltrans standards, this often results in residents experiencing visually different intersections when upgrades are performed, with varying opinions and questions on why changes were made.

At this time, the project's consultant completed the 60% design for traffic signal improvements along Prospect and wishes to gather feedback from the public and the Public Works, Safety, and Sustainability Commission (PWSSC). Feedback received may be incorporated into the project's design, subject to technical feasibility, potential effects on traffic operations and safety, cost, and compliance with the law.

BACKGROUND

Traffic signals along Prospect Avenue vary in condition depending on when they were built and the local conditions. For example, older signals and those subject to increased coastal weathering effects are in more need of replacement. In general, it was found that all traffic signals along Prospect are due for full replacement. The following signalized intersections along Prospect are included in the design scope: Anita/190th Street, Beryl Street, BCHD/Diamond Street, Del Amo Street, Vincent Street, Emerald Street, Torrance Boulevard, Pearl Street, Camino Real, Knob Hill Avenue, and Palos Verdes Boulevard.

Besides general wear/tear and age that are necessitating traffic signal replacements, here are additional motivating factors for this project:

- Bringing crosswalk times and other signal timing parameters to current standards
- Current standards requiring precise positioning between crosswalk push buttons and curb

ramps

- Current standard curb ramps and pedestrian signals at intersections
- Updated Caltrans standards for traffic signal poles
- New battery backup, video detection, and bicycle detection systems for traffic signals
- Capabilities to monitor traffic signals remotely from City Hall in the future
- Addressing resident-driven complaints at particular intersections
- Ability to shorten crosswalk distances, add left-turn arrows, and add leading pedestrian intervals (LPI)

DISCUSSION

The *Prospect Avenue Proposed Improvements Technical Memorandum* goes over in detail the proposed signal improvements along Prospect (**Attachment 1**). City staff is nearly finished providing comments to the 60% plans (**Attachment 2**). Highly visible proposed changes that staff would like the PWSSC and public to be aware of include:

- Current Caltrans standards for traffic signal poles with mast arms require **much larger pole diameters and foundations** which can affect aesthetics. The City is not positioned to deviate from Caltrans standards for risk management reasons.
- Current ADA standards for crosswalks generally require one curb ramp per crosswalk. This means **two ramps per corner** unless technically infeasible.
- **Curb extensions wherever possible** at all signalized intersections to accommodate current standard signal poles and dual crosswalk ramps. This may result in the removal of defacto right-turn lanes, however, staff recommends building curb extensions to improve safety, decrease turning speeds, shorten crosswalk times/distances, improve pedestrian visibility, improve standards compliance, and decrease the chances for utility conflicts. Shorter crosswalk times would also help signals cycle faster to other approaches, reducing delay for drivers. Additionally, curb extensions may be the only feasible way to comply with State and Federal engineering standards.
- **Flashing Yellow Arrows (FYA)** left-turns at the Beryl, Vincent, Emerald, and Knob Hill intersections to allow for time-of-day based left-turn arrow only operations, such as during school peak periods.
- **FYA, split phasing removal, and eastbound approach change** at Del Amo to address resident-driven complaints about long southbound left-turn queues and inefficient signal phasing. Staff also proposes a large bulbout and changing eastbound Del Amo to provide a shared through-right curb lane. This will improve crosswalk safety near Redondo Union High School and repurpose lane space for the heavier eastbound through traffic movement.
- **Leading Pedestrian Interval (LPI)** to provide a crosswalk head start for all major street crossings in accordance with City Council policy.
- **Improved bicycle detection** at all intersections, including minor street detection feedback devices.

The proposed traffic signal changes and curb ramps will not preclude the future ability to install bicycle lanes along Prospect if the City Council chooses to pursue them. Similarly, the traffic signal poles will be sized for potential left-turn lanes and signals for Camino Real at Prospect and for Prospect at Palos Verdes Boulevard, to provide for deferred decisions at these intersections, since left-turn lanes are currently not provided on those approaches.

Staff welcomes review and feedback of the proposed changes and plans. Staff will consider suggested improvements from the public and PWSSC in conjunction with technical engineering and regulatory factors that go into signal design and curb ramp projects.

Once plans are completed, they will be brought to the City Council for final approval. Although funding is not yet available for construction, the City plans to request construction funding through Metro Measure M.

COORDINATION

Coordination of this report took place within the Public Works Department.

ATTACHMENTS

- Prospect Avenue Proposed Improvements Technical Memorandum
- 60% Plans for Prospect Avenue Traffic Signals