



# Administrative Report

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J.1., File # PW21-2104

Meeting Date: 2/22/2021

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**To: PUBLIC WORKS COMMISSION**

**From:** Department of Public Works

## TITLE

**DISCUSSION AND POSSIBLE ACTION REGARDING THE BERYL STREET CORRIDOR TRAFFIC SAFETY ENHANCEMENTS**

## EXECUTIVE SUMMARY

### **RECOMMENDATION:**

1. Review the engineering report, receive public input, and provide direction to Staff regarding proceeding with traffic control modifications to Beryl Street.

A request was received in December 2020 to consider installing additional traffic controls on Beryl Street between Catalina Avenue and Pacific Coast Highway (PCH) as a result of concerns related to the speed of traffic and accidents that have occurred on Beryl Street. The requestor suggested speed humps, flashing lights and stop signs as possible options.

Staff previously evaluated the Beryl Street corridor in 2019, from Catalina Avenue to Prospect Avenue, to determine appropriate traffic calming alternatives to enhance safety along the corridor. This evaluation was presented to the Public Works Commission on February 24, 2020 for discussion and direction and the Commission forwarded the following recommendations to the City Council. The Council authorized the following enhancements for installation along the Beryl Street corridor between Catalina Avenue to Pacific Coast Highway.

- Install and evaluate temporary traffic circles at the intersections of Beryl Street at:
  - Broadway
  - Elena Avenue
- Install Class II bike lanes
- Install high visibility crosswalks across the minor streets at
  - Francisca Avenue
  - Elena Avenue
  - Broadway
  - Catalina Avenue
- Install radar feedback signs
- Perform an assessment to determine the feasibility of installing pedestrian crossing enhancements at the uncontrolled intersection of Beryl Street at Francisca Avenue

Since then, staff has determined that the previously approved recommendations should be superseded by the recommendations provided in this Administrative Report due to results of staff's recent assessment of the

corridor. In addition, the unfavorable responses received in relation to the temporary traffic circles previously installed within the City have shown that the mini traffic circle alternatives may be difficult to install at this location.

Improvements to Beryl Street in this corridor may be beneficial as staff's assessment has shown collisions and a significant number of pedestrians crossing Beryl Street at the three intersections on Beryl Street at Broadway, at Elena Avenue and at Francisca Avenue. Installing additional traffic controls would increase pedestrian safety, may help reduce the occurrence of correctable vehicle collisions and would enhance the community feel of this neighborhood. Staff has identified the following alternative for consideration by the Commission:

- Replace the existing two-way stop controls with all-way stop controls on Beryl Street at Broadway, Elena Avenue and at Francisca Avenue; and,
- Install "30" pavement markings adjacent to the existing 30 mph speed limit signs.

The alternative is illustrated in Attachment 1.

## **BACKGROUND**

Staff has worked with the District 2 community, including discussions with Councilmember Loewenstein, since 2019 to consider various traffic safety enhancements on Beryl Street. The most recent presentation to the Public Works Commission was on February 24, 2020 and resulted in the decision to install temporary traffic circles, radar feedback signs and a pedestrian crossing enhancement. The Administrative Report for that meeting is included as Attachment 2. The most recent citizen request was received on December 26, 2020 (attachment 3) in response to a collision that occurred that day. Additionally, Class II bike lanes were installed along the subject segment as laid out in the South Bay Bicycle Master Plan.

Beryl Street is classified as a minor arterial roadway on the current California Road System Functional Classification System maps submitted to the Federal Highway Administration. It runs northeast-southwest and the speed limit is 30 mph. Due to the installation of bike lanes, a new Engineering and Traffic Survey should be conducted to establish an appropriate speed limit (which may remain the same). It is approximately 56 feet wide with one travel lane and one bike lane in each direction, a center two-way left turn lane, and parallel parking allowed on both sides. There are traffic signals at Catalina Avenue and at PCH. The three remaining intersections (Broadway, Elena Avenue and Francisca Avenue) have stop controls on the side streets with Beryl Street uncontrolled.

Fronting/side development a combination of residential (especially multi-unit), commercial and office uses. There is continuous sidewalk on both sides of the roadway. Driveway access to the Redondo Shores Shopping Center is located on Beryl Street, west of PCH. Beryl Street also provides a primary access route to King Harbor Marina.

## **ANALYSIS**

Collision information based on data available in SWITRS for 2017-2020 was reviewed and is indicated in the attached list:

Cross Street	Location	Date	Time	Crash Description	Crash Type	Severity	Primary Collision Factor
<b>Catalina Avenue to PCH</b>							
Broadway	at	10/28/2020	11:22 AM	NB thru vs. EB thru	Broadside	Injury	R-O-W
Broadway	149 ft e/o	2/19/2019	8:32 PM	PED vs. WB thru	Auto-PED	Injury	PED Violation
Broadway	at	1/27/2019	4:17 PM	NB thru vs. EB thru	Broadside	Injury	R-O-W
Broadway	at	5/30/2017	1:30 AM	NB thru vs. ?	Broadside	Injury	HBD-UI
Elena Ave	5 ft w/o	10/22/2017	5:07 PM	WB right-turn vs. EB BIKE	Auto-BIKE	Injury	R-O-W
Elena Ave	at	8/27/2017	7:25 PM	NB thru vs. WB thru	Broadside	Injury	R-O-W
Elena Ave	at	6/1/2017	6:45 PM	SB thru vs. WB thru	Broadside	PDO	R-O-W
Elena Ave	at	1/24/2017	4:41 PM	NB thru vs. WB thru	Broadside	Injury	R-O-W
Francisca Ave	at	10/31/2020	9:50 AM	WB left-turn vs. EB thru	Head-on	PDO	R-O-W
Francisca Ave	at	2/18/2020	11:54 AM	SB right-turn vs. WB thru	Broadside	PDO	R-O-W
Francisca Ave	60 ft w/o	11/8/2017	2:19 PM	SB u-turn vs. WB thru	Broadside	Injury	R-O-W
Francisca Ave	28 ft e/o	7/29/2017	10:00 AM	WB backing vs. EB parked	Rear End	PDO	Starting/Backing

SWITRS data is generally several months behind and recent collisions may not be included. Collisions that are potentially correctable with all-way stop controls (and other traffic controls) at the intersections of Broadway, Elena Avenue and Francisca Avenue are summarized as follows:

- 4 collisions potentially correctable by all-way stop control occurred at Broadway during the past four-year period;
- 4 collisions potentially correctable by all-way stop control occurred at Elena Avenue during the past four-year period; and,
- 3 collisions potentially correctable by all-way stop control occurred at Francisca Avenue during the past four-year period.

Speed data on Beryl Street was collected at Broadway and at Elena Avenue in January 2020 and revealed the following:

- At Broadway - 85<sup>th</sup> % speed = 33 mph; average speed = 28.5 mph
- At Elena Avenue - 85<sup>th</sup> % speed = 37 mph; average speed = 32.4 mph

Field observations revealed a significant number of pedestrians crossing Beryl Street at Broadway, at Elena Avenue and at Francisca Avenue. This results in conflict with vehicles and can limit pedestrian mobility due to a potential lack of sight visibility. On-street parking is heavily utilized due to the dense residential units in the area. This can limit visibility for vehicles from the side streets (Broadway, Elena Avenue and Francisca Avenue) when viewing traffic on Beryl Street. Photographs of existing conditions, including visibility from the side streets, is included in Attachment 4.

Based on a review of reported accidents, field observations, evaluation of vehicle and pedestrian conflicts, and speed assessments, the following traffic safety enhancement options are presented:

- Replace the existing two-way stop controls with all-way stop controls on Beryl Street at Broadway, Elena Avenue and at Francisca Avenue; and,

- Install “30” pavement markings adjacent to the existing 30 mph speed limit signs.

### **COORDINATION**

Staff coordinated with Councilmember Loewenstein. Notification for the Public Works Commission meeting were sent to residents and businesses on Beryl Street between Catalina Avenue and PCH. They were invited to provide comments in advance of the meeting or attend the meeting to provide public input.

### **FISCAL IMPACT**

A breakdown of estimated costs to install the proposed traffic safety enhancement alternatives, are as follows:

- “30” pavement markings (2) - \$200
- All-way stop controls (3 locations) - \$2,000

### **ATTACHMENTS**

Attachment 1 -Traffic Safety Enhancement Alternative

Attachment 2 - 2-21-2020 Beryl Street Traffic Calming Administrative Report

Attachment 3 - 12-26-20 Resident Request Correspondence

Attachment 4 - Beryl Street Photograph Sheets