



# Administrative Report

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H.6., File # 24-1945

Meeting Date: 12/17/2024

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**To:** MAYOR AND CITY COUNCIL  
**From:** ANDREW WINJE, PUBLIC WORKS DIRECTOR

## **TITLE**

APPROVE THE INSTALLATION OF MODULAR SPEED TABLES ON FLAGLER LANE BETWEEN 190<sup>TH</sup> STREET AND BERYL STREET

## **EXECUTIVE SUMMARY**

The City received a request for speed cushions on Flagler Lane between 190<sup>th</sup> St. and Beryl St. to address speeding and crosswalk compliance issues. There are two uncontrolled striped crosswalks that connect residential areas to the west and Dominguez Park to the east along this section of Flagler. In response to the resident request, staff presented the item to the Public Works and Sustainability Commission (PWSC) and is now bringing forward a joint recommendation to install temporary modular speed tables on the block as a pilot project. Following installation, staff will monitor the effectiveness of the speed tables. If it is determined that they should be removed, the tables can be reused at other locations. Funding for the installation of the speed tables is available in the Traffic Calming Project account.

## **BACKGROUND**

Although Flagler is classified as a local street, this particular block is wider, is of Citywide significance, and is fronted by public/institutional land (69%) and residences (31%). It should be noted that the homes along this portion of Flagler have vehicular access via intersecting streets and do not “front” the Lane. After consultation with the District 3 Councilmember, it was determined that the City’s Speed Cushion Policy requirement for collection of fronting resident signatures does not directly apply to this particular block of Flagler Lane.

As a result, staff proceeded to conduct an engineering study, which analyzed the street’s slope and other physical characteristics, and collected traffic speeds and volumes. The City recorded 85<sup>th</sup> percentile speeds of 34 mph, 9 mph over the 25-mph speed limit on the block. The City also recorded traffic volumes that are higher than what is typically experienced on other residential streets, which is expected for this block of Flagler Lane. Staff analyzed a variety of speed reduction countermeasures and discussed them with the District 3 Councilmember, and later presented them to the PWSC. Noticing was provided to the residential neighborhood within 200 feet of the corridor. While no residents attended the meeting in-person or online, the City received two e-comments in support of speed tables and one written statement of feedback (mild opposition) that was included as part of the PWSC record. The PWSC voted unanimously in favor of modular speed tables.

Speed tables are similar to speed cushions in which they provide vertical deflection to control speed.

Speed cushions/humps/bumps consist of an upwards sloped section, followed immediately by a downwards sloped section. Speed tables (similar to raised crosswalks) add a flat section in the middle that moderates the impact to drivers. Therefore, drivers are able to navigate over speed tables at higher speeds (~20 mph) compared to speed cushions (~15 mph). This typically reduces noise and physical impacts, and makes speed tables more appropriate for higher speed/volume streets and even arterials.

Staff proposes installing modular speed tables in a staggered fashion to allow ambulances to bypass them in the opposing through lane. They are proposed to be installed in advance of each midblock crosswalk; for a total of four tables, with two placed on each side of the street. Staff believes this will provide adequate speed control to address resident concerns. Speed tables are not proposed along the steepest section of Flagler, closer to 190<sup>th</sup> Street. Staff also reached out to the City's Fire and Police Departments to discuss possible impacts. The public safety departments are comfortable with the proposed installation.

If approved, staff recommends collecting data after one year to determine if permanent, asphalt speed tables should be installed, as opposed to the pilot modular units.

### **COORDINATION**

Coordination of this report took place with the Public Works Department, the City's Fire and Police Departments, and the District 3 Councilmember. The item was reviewed and approved by the PWSC. Residents living within 200 feet of Flagler Lane along the subject block, were provided notice of the PWSC's agenda item.

### **FISCAL IMPACT**

The cost to install modular speed tables and associated striping and signage is estimated to be \$90,000. Funding for the installation is available in the Traffic Calming Project Budget.

### **APPROVED BY:**

*Mike Witzansky, City Manager*

### **ATTACHMENTS**

- December 2, 2024 PWSC Administrative Report