



# Administrative Report

J.2., File # PWS24-0678

Meeting Date: 4/22/2024

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION  
From: Department of Public Works

## TITLE

DISCUSSION AND POSSIBLE ACTION REGARDING REQUESTED ALL WAY STOP INSTALLATIONS AT THE INTERSECTIONS OF DIAMOND/GERTRUDA AND DIAMOND/GUADALUPE

## EXECUTIVE SUMMARY

In response to a resident request, staff is bringing forward a discussion regarding all-way stop ("AWS") controls at two adjacent intersections, Diamond Street & N Gertruda Avenue and Diamond Street & N Guadalupe Avenue. In accordance with the City Council's policy for AWS requests, staff initiated a survey of residences within 150 feet of each intersection and received insufficient resident support to carry either intersection forward on those grounds. The City's Transportation Engineer performed a sight distance and safety evaluation at both intersections and engineering analyses in accordance with the California Manual on Uniform Traffic Control Devices (CAMUTCD). Based on those analyses, staff did not find any justification to install AWS controls at either intersection. In addition, staff strongly recommends against the installation of AWS controls at either intersection per the CAMUTCD. Under normal circumstances, the City Council's AWS policy does not require further public discussion of AWS requests if they do not meet either the resident survey or engineering analysis thresholds. Due to public comments received during this request and after discussion with the councilmember for District 2, staff has brought forward these two AWS requests to the Public Works and Sustainability Commission (PWSC) for public input and discussion.

## BACKGROUND

For the purposes of this study, Diamond Street runs east-west, is classified as a Collector per the City's Circulation Element, and has a 30-mph posted speed limit, which is reduced to 25-mph during RUHS pick-up/drop-off periods. Diamond is approximately 56-64 feet wide with one travel lane in each direction, a two-way left-turn lane (TWLTL), and Class II bicycle lanes in each direction. Marked parallel curb parking spaces are provided on both sides of the street. Some curb parking sections of Diamond are restricted to residential permit holders, while some other curb parking sections have school-based restrictions. Diamond Street is not stop-controlled at either subject intersection, but is stop-controlled at N Francisca Avenue and N Helberta Avenue. **Attachment 1** shows an overview of the subject intersections.

N Gertruda Avenue runs north-south, 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. Parallel parking is allowed on both sides of the street. Gertruda terminates and is stop controlled at the subject intersection.

N Guadalupe Avenue runs north-south, 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. Parallel parking is allowed on both sides of the street. Guadalupe terminates and is stop controlled at the subject intersection.

Fronting development in the vicinity of both intersections is a mix of single and multi-family residential, and RUHS along the south side of Diamond. Sidewalks, curbs, and gutters exist at all legs of each subject intersection.

The CAMUTCD provides guidance for the installation of all-way stop controls. It suggests that all-way stop controls should be considered when:

- **Section 2B.07.04.A** - Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- **2B.07.04.B** - When there are five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- **2B.07.04.C** - Where the vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour. When the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the above values.
- **2B.07.04.D** - Where no single criterion is satisfied, but where Criteria B and C are all satisfied to 80 percent of the minimum values.

The CA MUTCD also provides other criteria that may be considered, including:

- The need to control left-turn conflicts;
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and,
- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.

## **DISCUSSION:**

Staff received an AWS request for both subject locations in March 2024. The request is due to

purported speeding and safety concerns at both subject intersections.

Staff forwarded by USPS mail a survey to the 10 residences within 150 feet of the Gertruda intersection and the 13 residences within 150 feet of the Guadalupe intersection per the City's AWS request policy approved by City Council. This 150-foot radius is established by the City Council. Staff also sent a letter to RBUSD, as RUHS is located within 150 feet of both intersections. The letter included a QR code to allow respondents to complete the survey electronically. The City also allows survey responses via email, USPS mail, and in-person at City Hall. The responses were due by April 7, 2024.

Through this date the City has received six (6) valid responses for the Gertruda intersection, five (5) in support and one (1) opposed. Therefore, the overall support rate for AWS controls at this intersection would be 45%, with a total response rate of 55%. This is below the threshold to advance the AWS request on the merits of resident support alone. A table summarizing responses is included in the attachments. In addition, the City received eight (8) supportive responses from residents located outside the AWS policy radius, one of which includes the requestor for both AWS intersections.

For the Guadalupe intersection, the City has received three (3) valid responses, two (2) in support and one (1) opposed. Therefore, the overall support rate for AWS controls at the Guadalupe intersection would be 14%, with a total response rate of 21%. This is also below the threshold to advance the AWS request on the merits of resident support alone. A table summarizing responses is also included. In addition, the City received one (1) supportive response from a resident located outside the AWS policy radius.

The City's Transportation Engineer visited both intersections in March and April of 2024 and did not find any visibility challenges for drivers traveling on either street that could be addressed by the introduction of AWS controls at either intersection. Staff also collected and analyzed reported traffic collision data at both intersections from SWITRS. A review of the available SWITRS crash data at both intersections during the five-year period revealed zero (0) potentially correctable collisions between 1/1/2018 and 12/31/2022.

Therefore, AWS controls at either intersection are not warranted in accordance with the City Council's AWS policy.

Staff also strongly recommends against installing AWS controls at either intersection based on criteria in the CAMUTCD. The CAMUTCD governs transportation engineering and what the City is allowed to install in the public right-of-way. Staff did not find that either intersection meets the aforementioned CAMUTCD guidance criteria 2B.07.04 A, B, C, or D. In particular, neither intersection meets the criterion of *"an intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection."* Because both Gertruda and Guadalupe are narrower, lower volume Local streets that terminate at Diamond (a Collector with higher volumes), a multi-way stop would not be appropriate. CAMUTCD 2B.07.01 also states that *"multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal,"* which is not the case for either intersection. Lastly, the installation of all-way stop controls at either intersection would result in the removal of at least seven (7) on-street parking spaces, and would also require the installation of additional crosswalk curb ramps, which currently does not have a specific

funding source. The City understands that street parking demand is high in Redondo Beach, especially in areas around RUHS and adjacent to multi-family residential properties.

**FUTHER STUDY:**

During this process, the City has received various complaints about speeding and safety along Diamond Street. Stop signs are not meant to solely address speeding. Controlled crosswalks are provided along Diamond to serve RUHS at Francisca and Helberta, which are located approximately 750 feet apart. RUHS student entrances along Diamond are not located at Gertruda or Guadalupe, which reduces the need to install crosswalks across Diamond. Because there are other controlled crosswalks across Diamond in close proximity, additional controlled crosswalks are not warranted at this time that could justify AWS controls. Additionally, marked crosswalks designate desired routes to school, encouraging students to use those specific crossings. The additional stop signs and marked crosswalks would affect the designated routes to RUHS. In order to properly address roadway safety, safe routes to school, and speeding issues, a more holistic and comprehensive corridor study for Diamond Street would need to be funded to determine the best allocation of the available roadway width for different modes of transportation.

**ALTERNATIVES AVAILABLE:**

1. Recommend rejection of all-way stop controls at the intersections of Diamond/Guadalupe and Diamond/Gertruda.
2. Do not support the recommendation from staff.
3. Other actions as determined by the Public Works and Sustainability Commission.

**COORDINATION**

Coordination of the resident survey and the safety evaluation and this report took place within the Public Works Department. Discussions took place with the Councilmember for District 2 and RBUSD. Noticing for this item was provided to all residents within 150 feet of both intersections, as well as any resident in the City outside of the study area who responded to the survey.

**ATTACHMENTS**

1. Requested AWS Locations
2. All Way Stop Survey Responses
3. Notice to Residents