



Administrative Report

Date: February 26, 2024

To: Public Works and Sustainability Commission

From: Department of Public Works

Subject: DISCUSSION AND POSSIBLE ACTION REGARDING PROPOSED ALL WAY STOP INSTALLATION AT THE INTERSECTION OF AVENUE B AND S JUANITA AVENUE

SUMMARY:

In response to a resident request, staff is bringing forward a recommendation for all-way stop (“AWS”) controls at the intersection of Avenue B and S Juanita Avenue. In accordance with the City Council’s policy for AWS requests, staff initiated a survey of residences within 150 feet of the intersection and received insufficient resident support to carry the items forward on those grounds. However, the City’s Transportation Engineer performed a site analysis at the intersection and believes a relevant obstruction to sight lines exists at the intersection of Avenue B and Juanita Avenue due to roadway grades, and that intersection operations could be improved with the installation of all way stop controls. Therefore, staff recommends the installation of an AWS at Avenue B and S Juanita Avenue and is seeking the input of the public and the Public Works and Sustainability Commission (PWSC) before bringing the matter to City Council.

BACKGROUND:

S Juanita Avenue runs north-south, is classified as a local street, and has a 25-mph residential prima facie speed limit. It is approximately 30 feet wide with one travel lane in each direction. Parallel parking is allowed on both sides of the street. Juanita Avenue is stop controlled at the subject intersection. Adjacent stop controls along Juanita Avenue exist approximately 375 feet (one block) to the north of its terminus with Avenue A and approximately 375 feet to the south at Avenue C.

Avenue B runs east-west, is classified as a local street, and has a 25-mph residential prima facie speed limit. It is approximately 30 feet wide with one travel lane in each direction. Parallel parking is allowed on both sides of the street. Avenue B is not stop controlled at the subject intersection. Avenue B is stop controlled 550 feet to the west at PCH, and 1,360 feet to east at Ynez Avenue (south leg).

Fronting development in the vicinity of the intersection is a mix of single and multi-family residential. Sidewalks, curbs, and gutters exist at all legs of the subject intersection.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides guidance for the installation of all-way stop controls. It suggests that all-way stop controls should be considered when:

- **Criteria 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.
- **Criteria 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.
- **Criteria 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.
- **Criteria 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 at the subject location in November 2023. The request is due to speeding, visibility, and safety concerns at the subject intersection.

Staff forwarded by USPS mail a survey to the 37 residences within 150 feet of the subject intersection per the City's AWS request policy approved by City Council. 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 November 30, 2023.

Through this date the City has received 12 responses for the subject intersection, 11 in support and one (1) opposed. All but three of the responses were received via use of the QR code. Therefore, the overall support rate for AWS controls at this intersection would be 30%, with a total response rate of 32%. 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. Of the responses received, 92% were in support.

The City's Transportation Engineer visited the intersection in January of 2024 and noticed visibility challenges for drivers traveling northbound and southbound on Juanita at Avenue B that could be addressed by the introduction of AWS controls at that intersection. Avenue B has an eastbound uphill slope of over 8% between PCH and Juanita Avenue, which limits the visibility of eastbound Avenue B. Staff also collected and analyzed reported traffic collision data at both intersections from SWITRS. A review of the available SWITRS crash data at the Avenue B/Juanita intersection during the five-year period revealed zero (0) potentially correctable collisions between 1/1/2018 and 12/31/2022. Despite the low reported crash history at both intersections, the City's Transportation Engineer is recommending addition of AWS controls at the intersection of Avenue B and Juanita Avenue based on the visibility challenges at the intersection associated with the slopes of the approaching roadways.

Staff recommendation for AWS control is based on the CA MUTCD "other criteria" listed above, specifically related to reduced visibility for conflicting traffic.

ALTERNATIVES AVAILABLE:

1. Recommend staff advance consideration of AWS controls at Avenue B/S Juanita Avenue to the City Council.
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.

Prepared by:

Ryan Liu, Transportation Engineer

Submitted by:

Ted Semaan, Public Works Director

ATTACHMENTS:

1. All Way Stop Survey Responses
2. Notice to Residents

Response to Resident Survey for Support of AWS at Ave B & S Juanita

Date Survey Sent: 11/2/2023

Response Due: 11/30/2023

Address	Response Received			Method of Response				
	Date	Yes	No	Counter	USPS	Email	QR / URL	
932 S JUANITA AVE								
542 AVENUE B								
544 AVENUE B	11/22/2023	x					x	
542 1/2 AVENUE B	11/4/2023		x				x	
546 AVENUE B								
1006 S JUANITA AVE								
1008 S JUANITA AVE								
1007 S JUANITA AVE APT D	11/8/2023	x					x	
1007 S JUANITA AVE APT E	11/22/2023	x					x	
1007 S JUANITA AVE APT C								
1007 S JUANITA AVE APT B								
1007 S JUANITA AVE APT F								
1007 S JUANITA AVE APT A	11/6/2023	x					x	
543 AVENUE B								
543 3/4 AVENUE B								
543 1/2 AVENUE B	11/4/2023	x					x	
543 1/4 AVENUE B								
541 AVENUE B								
545 AVENUE B APT B	11/14/2023	x			x			
545 AVENUE B APT A								
1010 S JUANITA AVE UNIT B								
1010 S JUANITA AVE UNIT A	12/4/2023	x				x		
928 S JUANITA AVE UNIT A								
928 S JUANITA AVE UNIT B	12/24/2023	x					x	
928 S JUANITA AVE UNIT C	11/9/2023	X				X		
540 1/2 AVENUE B								
540 AVENUE B	11/20/2023	x					x	
923 S JUANITA AVE	11/7/2023	x					x	
551 AVENUE B								
919 S JUANITA AVE								
918 1/2 S JUANITA AVE								
918 S JUANITA AVE								
920 1/2 S JUANITA AVE								
920 S JUANITA AVE								
922 S JUANITA AVE								
922 1/2 S JUANITA AVE								
1000 S JUANITA AVE								
	37	12	11	1	0	1	2	9

All Residences - Ratio in st 30%
 Responding Residences - Ratio 92%
 All Residences - Ratio op 3%
 Responding Residences - Ratic 8%
 Total Resonse Rate 32%
 Responses per QR/UF 75%

Outside of radius



Public Works Department
Engineering Services Division

415 Diamond Street
Redondo Beach, California 90277
www.redondo.org

tel: 310 318-0661
fax: 310 374-4828

November 2, 2023
Resident
Redondo Beach, CA 90277

**SUBJECT: NEW QR CODE
REQUEST FOR STOP SIGN(S) STUDY AT THE INTERSECTION OF
Avenue B and S. Juanita Ave**

The City of Redondo Beach has received a request for all-way stop controls at the intersection of Avenue B and S. Juanita Ave. The City's current response policy requires staff to initiate a survey of nearby residences to determine the level of support for this request. The City is providing this form to solicit your official response to the survey.

A few items to keep in mind:

- Staff will conduct a safety evaluation of the intersection to further inform a decision to take this request to the City Council.
- If the safety evaluation determines there is no compelling safety reason to move the request forward, the request may still be advanced if a sufficient number of survey responses in support of the request are received
- A positive response to the survey does not guarantee that STOP signs will be installed. A decision to install all-way stop controls can be made only by the City Council.
- Please respond within four weeks of this letter's date. Only one response per address / household is permitted.
- Responses both in support of and opposed to the requested all-way stop control are considered, so please return this form to let us know whether or not you support the proposed additional stop signs.

A flowchart of the City's process for response to all-way stop requests is included with this letter. If you have any questions or comments, please feel free to contact us via email at TrafficEngineering@Redondo.org.

Sincerely,

Ryan Liu
Transportation Engineer

cc: Nils Nehrenheim, District 1 Council Member
Mike Witzansky, City Manager
Ted Semaan, Director of Public Works
Andrew Winje, City Engineer



Public Works Department
Engineering Services Division

415 Diamond Street
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SUPPORT OF ALL-WAY STOP REQUEST

I, the undersigned,

SUPPORT

OPPOSE

the installation of additional STOP signs at the intersection of Avenue B and S Juanita Ave

NAME (PRINTED) _____

SIGNATURE _____

ADDRESS _____

PHONE NO. _____

EMAIL _____ DATE _____

Upon completion of the form and within four weeks of the date of the attached letter, please scan and send by email to TrafficEngineering@Redondo.org or send by regular mail to:

Traffic Engineering, Engineering Services Division
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Alternative survey response:

