

J.1 Meyer Lane Red Curbs and Traffic Calming (190th to Ralston)

Public Works & Sustainability Commission— July 22, 2024

Timeline

- Red curbs were previously discussed in 2018 and January 2024 at the PWSC
- Stems from residents' request to reduce red curbs and subsequent Councilmember referral
- PWSC vote recommended a resident survey and to explore traffic calming measures
- Throughout this process, engineers from City visited Meyer numerous times to evaluate visibility.
- No geometric attributes on Meyer that warrant red curbs beyond typical.
- Staff surveyed residents and collected numerous days of data

Meyer Lane Parking Survey

The City of Redondo Beach received requests to change red curbs along Meyer Lane between 190th Street and Ralston Lane, both to remove and add public street parking. These topics were discussed at the City's Public Works & Sustainability Commission (PWSC) in 2018 and January 2024 (700-800 section only).

Staff were directed to survey residents on proposed red curb reductions (adding back street parking) along Meyer Lane between 190th Street and Ralston Lane (500-800).

Based on feedback received at the January 2024 PWSC meeting, staff also performed a 24 hour, 1 week speed survey. The speed survey measured 85th percentile speeds of 30 mph around 600 Meyer. Therefore, this section of Meyer Lane does not meet the 32 mph threshold to qualify for speed cushions/humps per City Council policy.

This survey presents the locations where parking is proposed to be added based on sight distance measurements and observations performed by (2) City engineers. Please note that there are no specific red curb minimums for typical residential driveways. We welcome feedback for each location, as well as other feedback for Meyer Lane.

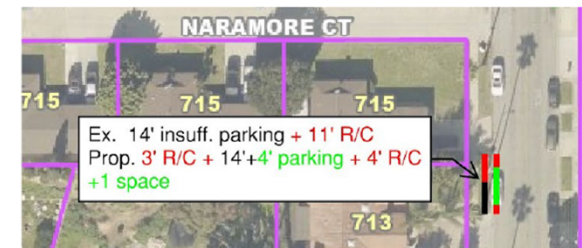
Survey Date: 26 April 2024
Response Due: 24 May 2024 (4 weeks)

* Indicates required question

1. City engineering staff found no unique features about Meyer Lane compared to other residential streets that could warrant long stretches of red curb at private driveways, especially at locations where drivers face forward to exit. Red curb at driveways is not required in Redondo Beach or anywhere else in California. The vast majority of private driveways do not receive red curb. Red curb is typically provided at intersections based on state law (20 feet) and engineering analyses. Red curb may also be provided at commercial/higher volume driveways.

One response per residential unit is allowed. **Please state your address and unit number/letter.**

713-715 Meyer



One space could be added here while maintaining 4 feet of red curb for 713 and 3 feet for 715 Meyer.

Mark only one oval.

- Yes - I support adding 1 parking space here.
- No - I oppose adding 1 parking space here.

4. 711-713 Meyer



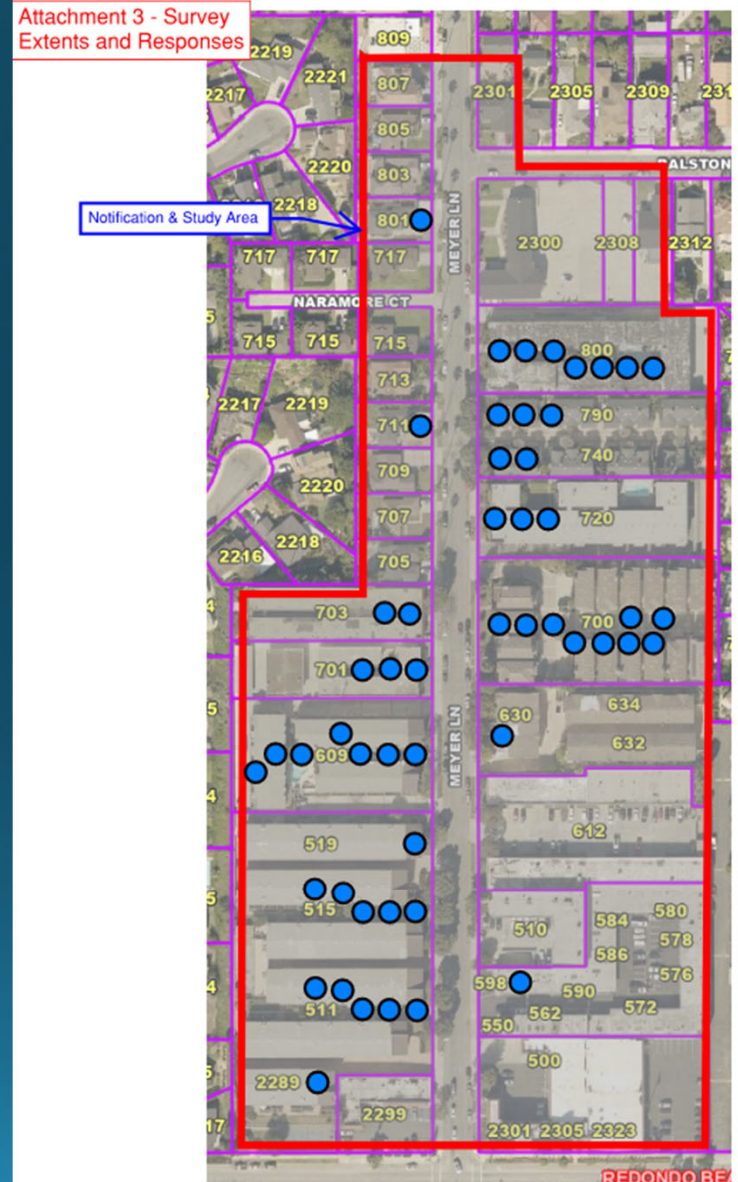
One space could be added here while maintaining 3 feet of red curb for 711 Meyer.

Mark only one oval.

- Yes - I support adding 1 parking space here.
- No - I oppose adding 1 parking space here.

Survey Response Map

- 18% response rate (52/291)
- More responses from complexes with HOA/townhomes
- Only (2) responses from single-family house lots and (1) response from a business
- Staff visited businesses at 510 Meyer to discuss commercial loading zone hours (510 Meyer has on-site weight restriction)



Survey Results

- Broad majority support for red curb reductions and loading zone hours.
- Staff does not have an opinion on the support percentage threshold to determine which locations are recommended for red curb reduction.
- Some responses favored red curb reductions at locations that aren't their own driveway.
 - Staff wants to highlight this particular type of response submitted by 711 Meyer, which is a SFH.
- 10 responses expressed opposition to any changes, mostly from 609 and 700 Meyer.

2024 Meyer Lane Red Curb Survey (190th to Ralston)

# Spaces Proposed to be Added	2	1	1	1	1	1	1	2	1	1	Shift Start Time From 7am to 8am	2	2
Location	<u>Meyer/Ralston - SE Corner</u>	<u>713-715 Meyer</u>	<u>711-713 Meyer</u>	<u>720-740 Meyer</u>	<u>700 Meyer</u>	<u>703-705 Meyer</u>	<u>701 Meyer</u>	<u>630 Meyer</u>	<u>609 Meyer</u>	<u>612 Meyer</u>	<u>608 Meyer Loading Zone</u>	<u>500-550 Meyer</u>	<u>511 Meyer</u>
Yes	38	37	34	36	30	31	29	35	33	34	43	35	30
No	11	10	14	13	19	17	20	12	15	13	5	13	17
Blank	3	5	4	3	3	4	3	5	4	5	4	4	5
Total	52	52	52	52	52	52	52	52	52	52	52	52	52
%Support	73%	71%	65%	69%	58%	60%	56%	67%	63%	65%	83%	67%	58%
%Oppose	21%	19%	27%	25%	37%	33%	38%	23%	29%	25%	10%	25%	33%
%No Opinion	6%	10%	8%	6%	6%	8%	6%	10%	8%	10%	8%	8%	10%

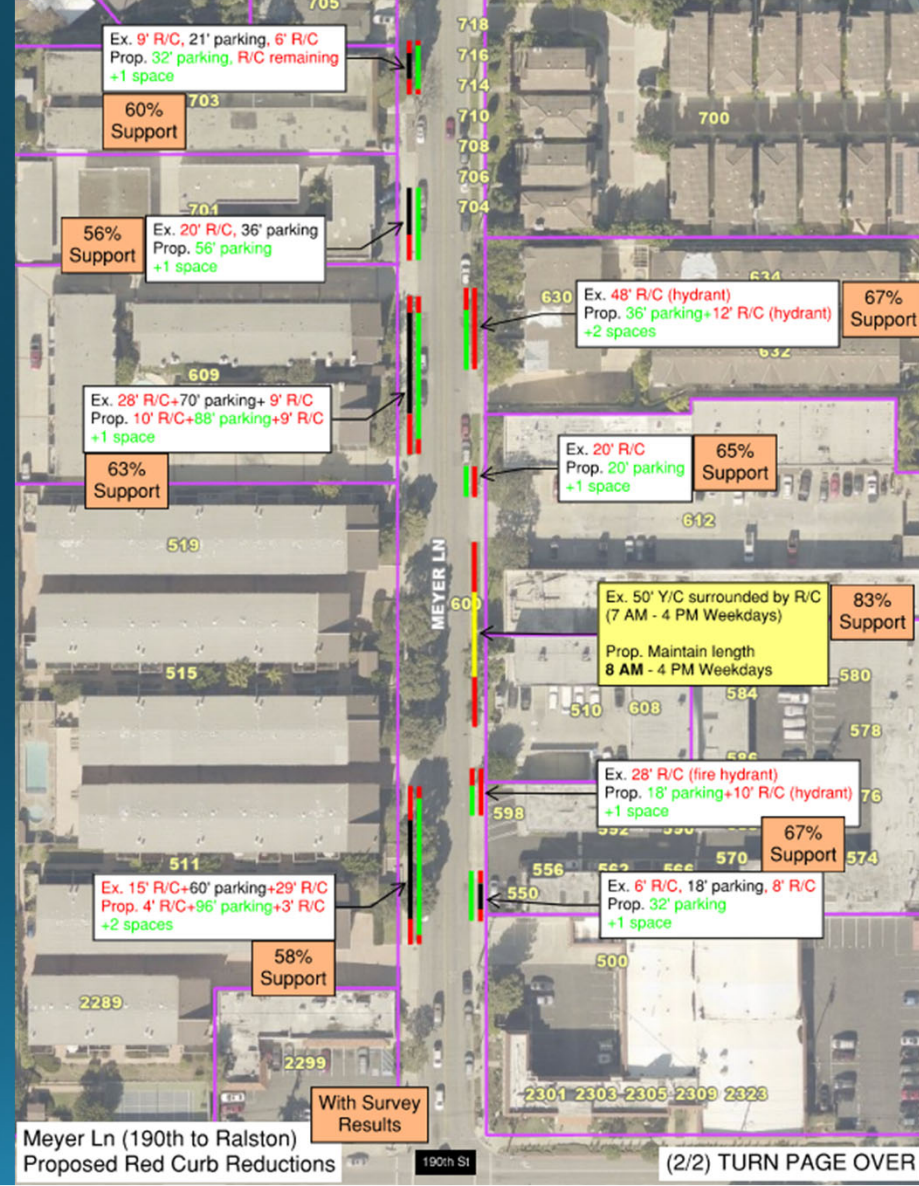
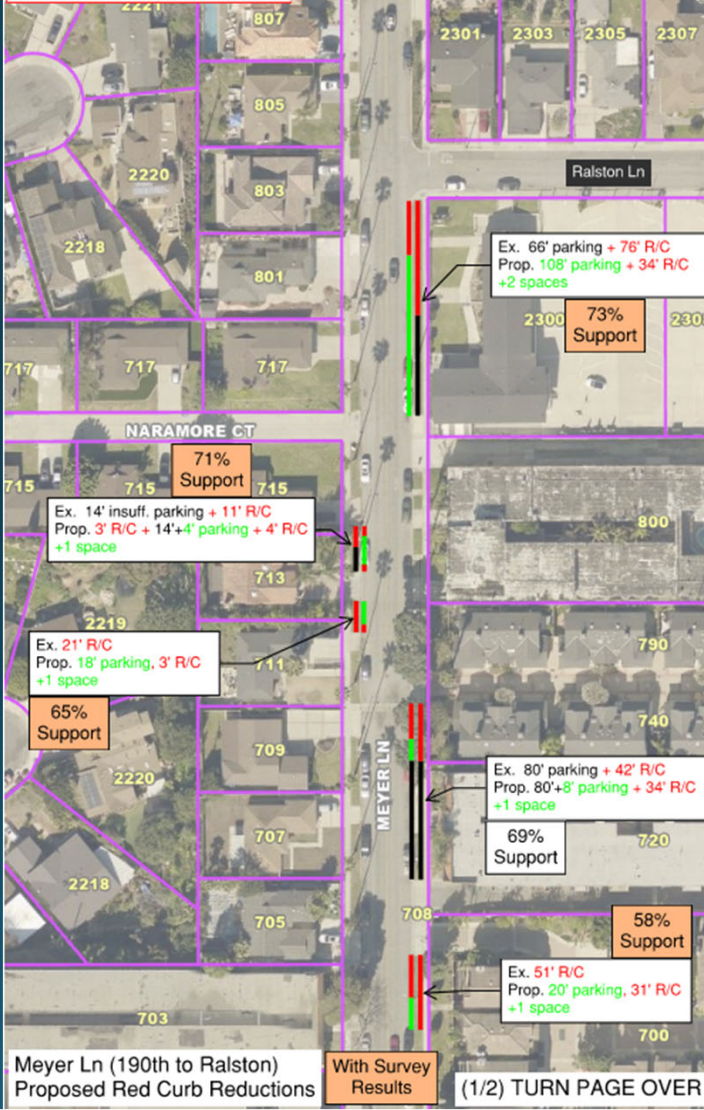
Notes: Surveys were sent to 291 residences/businesses along Meyer Lane between 190th Street and Ralston Lane. The City observed an 18% response rate to the survey. Survey period was 26 April to 24 May of 2024, approximately 4 weeks.

Result Map

- If all of staff's proposed red curb modifications were approved, this would restore approximately 16 parking spaces.
- Red curb would still be present at various driveways, sometimes beyond what is typically provided at an intersection.

Attachment 5 - Survey Results Map

R/C = Red Curb
 The lines away from the street are existing (Ex.)
 The lines towards Meyer are proposed (Prop.)



Traffic Calming

**Meyer Lane (190th to Ralston)
Speed and Volume Summary**

DATE	NORTHBOUND VOLUME (VEH/DAY)	SOUTHBOUND VOLUME	TOTAL DAILY VOLUME	NORTHBOUND 85TH % SPEED (MPH)	SOUTHBOUND 85TH % SPEED	TOTAL 85TH % SPEED
Thursday, 22 February 2024	2,251	1,767	4,018	30	29	30
Friday, 23 February	2,066	1,886	3,952	30	29	30
Saturday, 24 February	1,528	1,410	2,938	31	30	30
Sunday, 25 February	1,249	1,145	2,394	30	29	30
Monday, 26 February	1,792	1,616	3,408	30	30	30
Tuesday, 27 February	1,962	1,747	3,709	31	30	30
Wednesday, 28 February	1,975	1,736	3,711	32	30	31
7-DAY AVERAGE			3,447			
AVERAGE 85TH % SPEED				31	30	30
SPEED CUSHION POLICY THRESHOLD						32

[a] Speeds were recorded along Meyer Lane half-way between 190th Street and the drainage dip located at 709/740 Meyer, which acts as a speed control device. This location provides the highest potential to speed because:

- Distance from dip to 190th is longer than dip to Ripley.
- Speeds on Meyer north of the dip are affected by slower drivers turning onto or off of Ralston Lane.
- While southbound Meyer north of the dip is downhill, northbound Meyer is uphill, which would affect speeds.

- Speed (too low) and volume (too high) does not meet City Council's adopted policy threshold for speed bumps/cushions.
- Staff also took counts at Meyer/Ralston intersection.
 - Only 15% of traffic at this intersection approaches from Ralston.
 - Due to Ralston terminating at Meyer and the low volume proportion from Ralston, adding an all-way stop here is not recommended.
- Radar feedback signs could be installed to reduce 85th percentile speeds.

Available Alternatives

- Recommend red curb reductions and/or loading zone hours (if any) based on staff analysis and/or public support.
- Do not recommend any changes to red curbs and loading zone hours.
- Other options as determined by the PWSC.