

Gene Kim

From: Betty Kubat [REDACTED] >
Sent: Tuesday, May 5, 2020 9:13 PM
To: Gene Kim
Subject: Spreckels lane

Follow Up Flag: Follow up
Flag Status: Flagged

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Please get rid of these round about circles that ppl are speeding through. They turn left instead of going around and when they do go around no one knows who to give the right of way to. They are dangerous and kids don't cross safely . Why can't we have the lighted 4 way stop signs like 90277,54 and 66? These ghetto looking things bring the property down . Betty Kubat 2802 Spreckels Lane I've lived here since 1971

Sent from my iPad

Gene Kim

From: Gene Kim
Sent: Thursday, February 6, 2020 9:54 AM
To: Christian Anthony Horvath; kfredricks@mac.com
Subject: RE: Contact Form: "Traffic circles on Firmona"

Good morning Kristin,

Thanks for reaching out. Currently, the temporary traffic circles are installed as part of an evaluation which includes data collection, field observations and solicitation of public input. The evaluation, which began in September, is scheduled to be completed in March/April and following the evaluation, staff will be presenting findings to the City Council. Ultimately, the Council will determine the appropriate alternative and steps in moving forward.

Now, regarding specific items you've mentioned in your correspondence, of the three intersections where the circles were placed, there were no stop controls along the corridor itself with the exception to Fisk Lane. The stop signs were at Armour and Spreckles, hence, with the exception to the aforementioned Fisk Lane, stops would not be replaced anywhere else on Firmona Avenue. You've also mentioned that drivers do not know how to appropriately maneuver through the circle and that drivers enter into the pedestrian path and do not stop. The proper way to drive through a traffic circle also described in the DMV's California Driver Handbook is as follows:

When you approach a roundabout:

- Slow down as you approach the roundabout.
- Yield to pedestrians and bicyclists crossing the roadway.
- Watch for signs and/or pavement markings that guide you or prohibit certain movements.
- Enter the roundabout (heading to the right) when there is a big enough gap in traffic to merge safely.
- Travel in a counter-clockwise direction. Do not stop or pass.
- Signal when you change lanes or exit the roundabout.
- If you miss your exit, continue around until you return to your exit. For roundabouts with multiple lanes, choose your entry or exit lane based on your destination as shown in the graphic. For example, to:
 - Turn right at the intersection (blue car), choose the right-hand lane and exit in the right-hand lane.
 - Go straight through the intersection (red car), choose either lane, and exit in the lane you entered.
 - Turn left (yellow car), choose the left lane, and exit.

In addition, the function of the posted yield signage as the control prompt for the traffic circles is that the driver of any vehicle approaching a yield controlled sign shall yield the right of way to any vehicles which have already entered into the intersection. Similarly, a driver having yielded may proceed to enter into the intersection and all other approaching vehicles shall yield the right of way to the vehicle entering or crossing the intersection. The same would apply for pedestrians crossing as the pedestrians already entered into the intersection shall have the right of way and approach vehicles shall yield to the pedestrians.

Although the traffic may be confusing to some, I certainly agree and it is evidenced by your observations, that education certainly plays an integral role and certainly informs users of the lawful and safe practices when approaching and driving through a traffic circle, especially to help users determine right of way designations and appropriate driver behavior.

I'll make sure to maintain your email for our records. In the meantime, if you have any questions or concerns, especially regarding the speed and collision severity data for traffic circles, please feel free to reach out again.

Thank you.

Gene Kim, PE, TE

City Traffic Engineer

City of Redondo Beach | Engineering Services Division | 310-318-0686 x2432

415 Diamond Street, Door 2 | Redondo Beach, CA 90277 | gene.kim@redondo.org | www.redondo.org



From: Christian Anthony Horvath <horvath.rbd3@gmail.com>

Sent: Thursday, February 6, 2020 7:08 AM

To: [REDACTED]

Cc: Gene Kim <Gene.Kim@redondo.org>

Subject: Re: Contact Form: "Traffic circles on Firmona"



*ATTN: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Hi Kristin,

Thank you for sharing your thoughts and concerns regarding the mini circle pilot program. I am cc'ing Traffic Engineer Gene Kim so he can have a record of your email.

with gratitude,

Christian Horvath

Council Member, District 3 / Chair - South Bay Cities Council of Governments

City of Redondo Beach

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On Feb 5, 2020, at 5:26 PM, Kristin Fredricks <wordpress@christiananthonyhorvath.com> wrote:

From: Kristin Fredricks [REDACTED]

Subject: Traffic circles on Firmona

Message Body:

Dear Mr. Horvath,

I am writing to express my deep concern over the traffic circles on Firmona. I am asking that they be removed and that stop signs be put back in. My number one concern is safety. People zoom around the traffic circles and are doing nothing to slow traffic. They make crossing the streets to get to the park extremely dangerous. Cars swerve into the pedestrians path and do not stop. My children and I have had numerous problems trying to walk to the park safely with these traffic circles. I also have seen numerous people driving the wrong way through the circle. Obviously the safety issues are my major concern but they are also taking away a number of parking spots on each street. With the new condos going in on 190th we will be even more pressed for parking. Please know that these circles are not working and we residents do not want them to be made permanent.

Thanks you,
Kristin Fredricks.

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This e-mail was sent from a contact form on <http://www.christiananthonyhorvath.com>

Gene Kim

From: Gene Kim
Sent: Wednesday, February 5, 2020 6:17 PM
To: Matthew Trass
Cc: Ted Semaan
Subject: RE: Response to Roundabout limit line inquiry

Matthew, we anticipate installation of the yield lines following our evaluation, when a more permanent traffic circle alternative is installed.

Currently, the temporary traffic circles are installed as part of an evaluation which includes data collection, field observations and solicitation of public input. Following our evaluation, we'll be presenting our findings to the City Council and the Council will determine moving forward with a more permanent traffic circle. The final construction of the permanent traffic circles would certainly contain the yield triangles to reinforce the yield command at the intersections.

You bring up an interesting point when you mention "the way people around here use the roundabouts" and that's that education certainly plays an integral role to help users determine right of way designations to appropriately maneuver through it. There's plenty of information available (the DMV's California Driver Handbook is a good place to start) that instructs users of the lawful and safe practices when approaching and driving through a traffic circle.

Thank you.

Gene Kim
City of Redondo Beach
310-318-0661 x2432

From: Matthew Trass [REDACTED]
Sent: Wednesday, February 5, 2020 3:16 PM
To: Gene Kim <Gene.Kim@redondo.org>
Cc: Ted Semaan <Ted.Semaan@redondo.org>
Subject: Re: Response to Roundabout limit line inquiry



*ATTN: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Hi Gene,

Thanks for the response.

Rather than a "stop limit" line, there should be a yield line.

The below information says that white transverse lanes lines can be used to indicate yielding.

These intersections would be much safer with yield lines.

Currently (the way people around here are using the roundabouts), it would be extremely dangerous to cross the roundabout intersection as a pedestrian hoping that an on coming car would yield.

Thanks,

Matt

White Lines - Transverse

White transverse lanes lines (perpendicular to traffic flow) are used to indicate stopping, yielding, and cautionary areas, where traffic is controlled for one reason or another.

In the picture to the left, the end of the YELLOW line coincides with the thicker white transverse line where stopping is mandatory. This is called the STOP LINE, or more commonly, the LIMIT LINE. All traffic must stop with the complete vehicle behind this line.

Where there is no limit line, the double white transverse lines indicate a crosswalk, and traffic must stop completely behind the first crosswalk line (when stopping is mandated by a light or sign).

On Feb 5, 2020, at 3:01 PM, Gene Kim <Gene.Kim@redondo.org> wrote:

Good afternoon Matthew,

Thanks for reaching out to the City regarding your query of stop line striping for the yield controlled intersections along Firmona Avenue. The limit lines (white lines where vehicles are directed to stop) which you've inquired about are strictly used for intersections or roadways that are stop controlled. Hence, for the yield controlled intersections along the subject area, a stop limit line would not be appropriate.

The yield signage is the control prompt and as outlined in the vehicle code, the driver of any vehicle approaching a yield controlled sign shall yield the right of way to any vehicles which have already entered into the intersection. Similarly, a driver having yielded may proceed to enter into the intersection and all other approaching vehicles shall yield the right of way to the vehicle entering or crossing the intersection. The same would apply for pedestrians crossing as the pedestrians already entered into the intersection shall have the right of way and approach vehicles shall yield to the pedestrians.

I hope this answers your question. In the meantime, if you have any other questions, please feel free to reach out.

Thank you.

Gene Kim, PE, TE

City Traffic Engineer

City of Redondo Beach | Engineering Services Division | 310-318-0686 x2432

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