

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

CITY COUNCIL MEETING August 18, 2020

**N.1 DISCUSSION AND POSSIBLE ACTION REGARDING THE
TEMPORARY TRAFFIC CIRCLES INSTALLED AT THE
INTERSECTIONS OF FIRMONA AVENUE AT FISK LANE,
SPRECKELS LANE, AND ARMOUR LANE**

CONTACT: TED SEMAAN, DIRECTOR OF PUBLIC WORKS

PRESENTATION AND ATTACHMENT 1, REPLACING MEETING
MINUTES ATTACHMENT FROM FEBRUARY 25, 2019 TO
DECEMBER 3, 2018.

Firmona Avenue Corridor Temporary Traffic Circles Evaluation

Firmona Avenue Corridor Temporary Traffic Circles Evaluation

Background

- December 2018 - City Council Approval of Traffic Circles
 - Firmona at:
 - Fisk Lane, Spreckels Lane and Armour Lane
 - 6-month evaluation
- Data collection
 - Field observations
 - Vehicles illegally turning left, not yielding for vehicles, not yielding for pedestrians
 - Traffic speed/ADT data
 - Questionnaires

Firmona Avenue Average 85th Percentile Speed Data

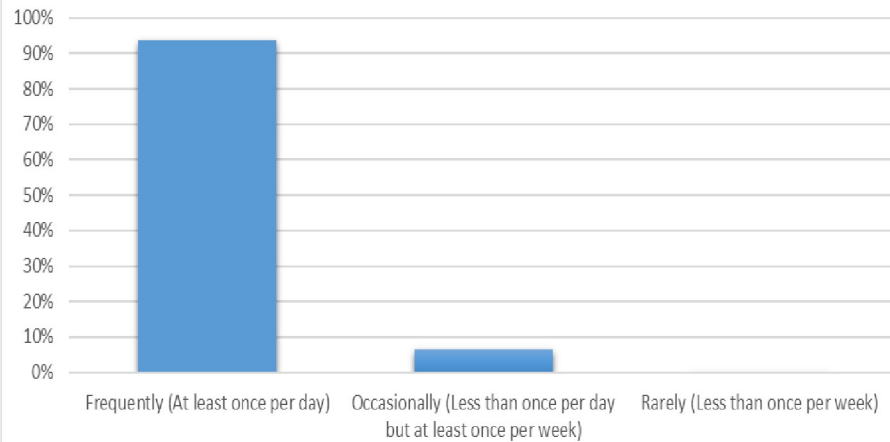
<i>Data Locations</i>	Prior to Temporary Traffic Circle Installation (April 23-25, 2019)	~1 Month After Temporary Traffic Circle Installation (October 23, 2019)	~5 Months After Temporary Traffic Circle Installation (February 11-13, 2020)	~10 Months After Temporary Traffic Circle Installation* (August 4-6, 2020)
Average 85th% Speed between Alvord Lane and Fisk Lane	25 mph	N/A	25 mph	N/A
Average 85th% Speed between Fisk Lane and Spreckels Lane	25 mph	22 mph	23 mph	19 mph
Average 85th% Speed between Spreckels Lane and Armour Lane	29 mph	21 mph	23 mph	20 mph
Average 85th% Speed between Armour Lane and 190 th Street	29 mph	N/A	20 mph	N/A

* - Speed data taken under COVID-19 restrictions.

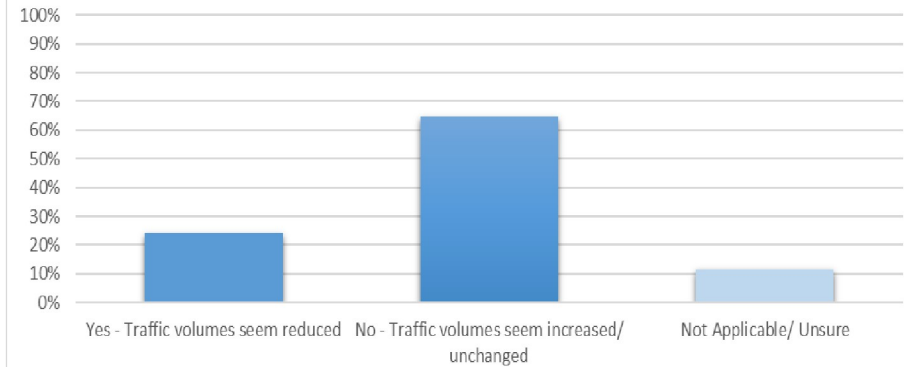
Firmona Avenue Average Daily Traffic Data

<i>Data Locations</i>	Prior to Temporary Traffic Circle Installation (April 23-25, 2019)	~5 Months After Temporary Traffic Circle Installation (February 11-13, 2020)
Average Daily Traffic (ADT) between Alvord Lane and Fisk Lane	1,149 Vehicles	685 Vehicles
Average Daily Traffic (ADT) between Fisk Lane and Spreckels Lane	1,220 Vehicles	721 Vehicles
Average Daily Traffic (ADT) between Spreckels Lane and Armour Lane	1,531 Vehicles	895 Vehicles
Average Daily Traffic (ADT) between Armour Lane and 190 th Street	1,700 Vehicles	1,017 Vehicles

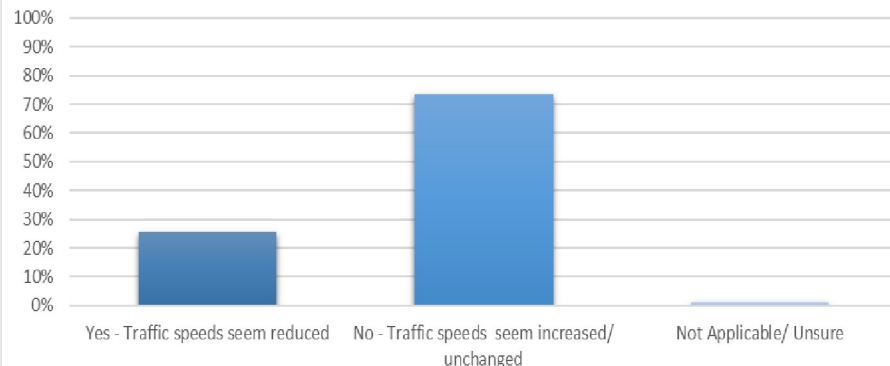
1. How frequently do you drive through the Firmona Avenue corridor? Traveling on Firmona Avenue, Armour Lane, Spreckles Lane or Fisk Lane?



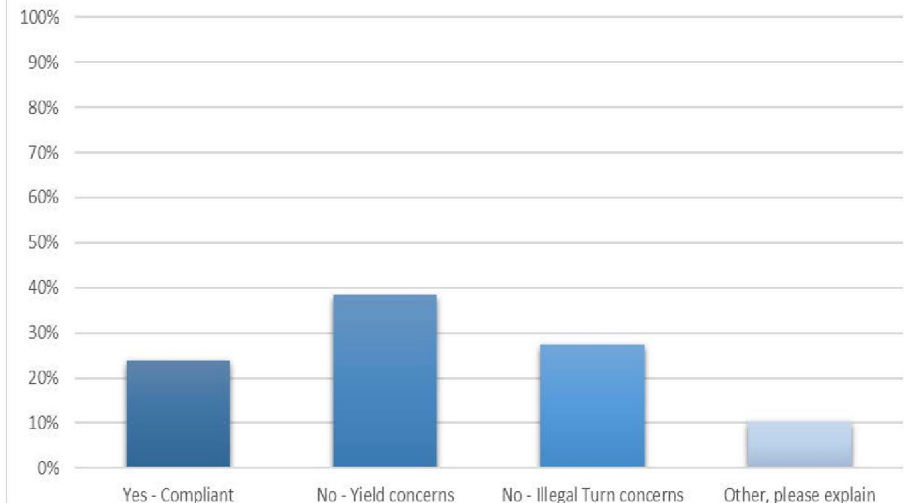
2. Do you feel that traffic volumes at the intersections or roadway segment (Firmona Avenue, Armour Lane, Spreckles Lane or Fisk Lane) have generally been reduced since the installation of the temporary traffic circle?



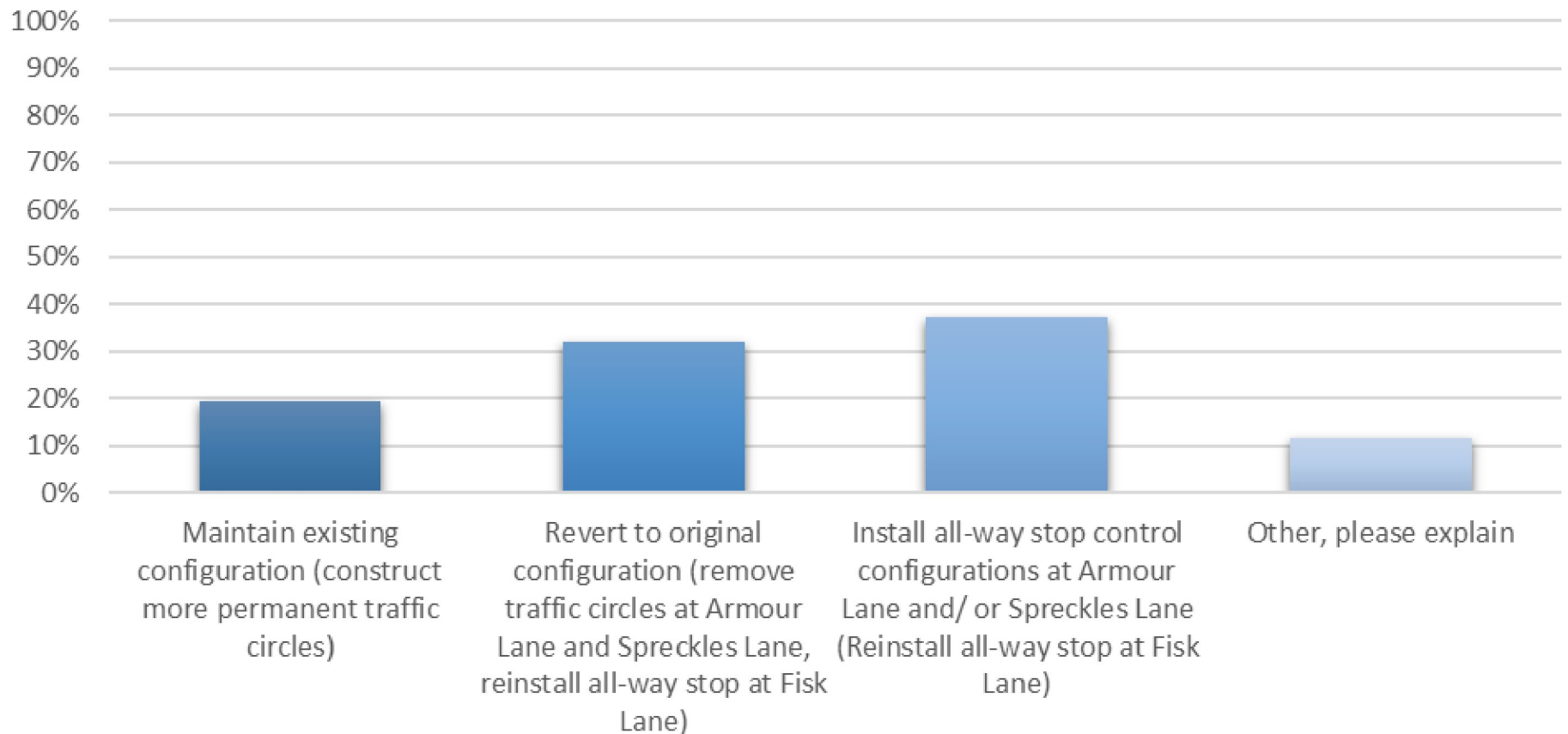
3. Do you feel that traffic speeds at the intersections or roadway segment (Firmona Avenue, Armour Lane, Spreckles Lane or Fisk Lane) have generally been reduced since the installation of the temporary traffic circle?

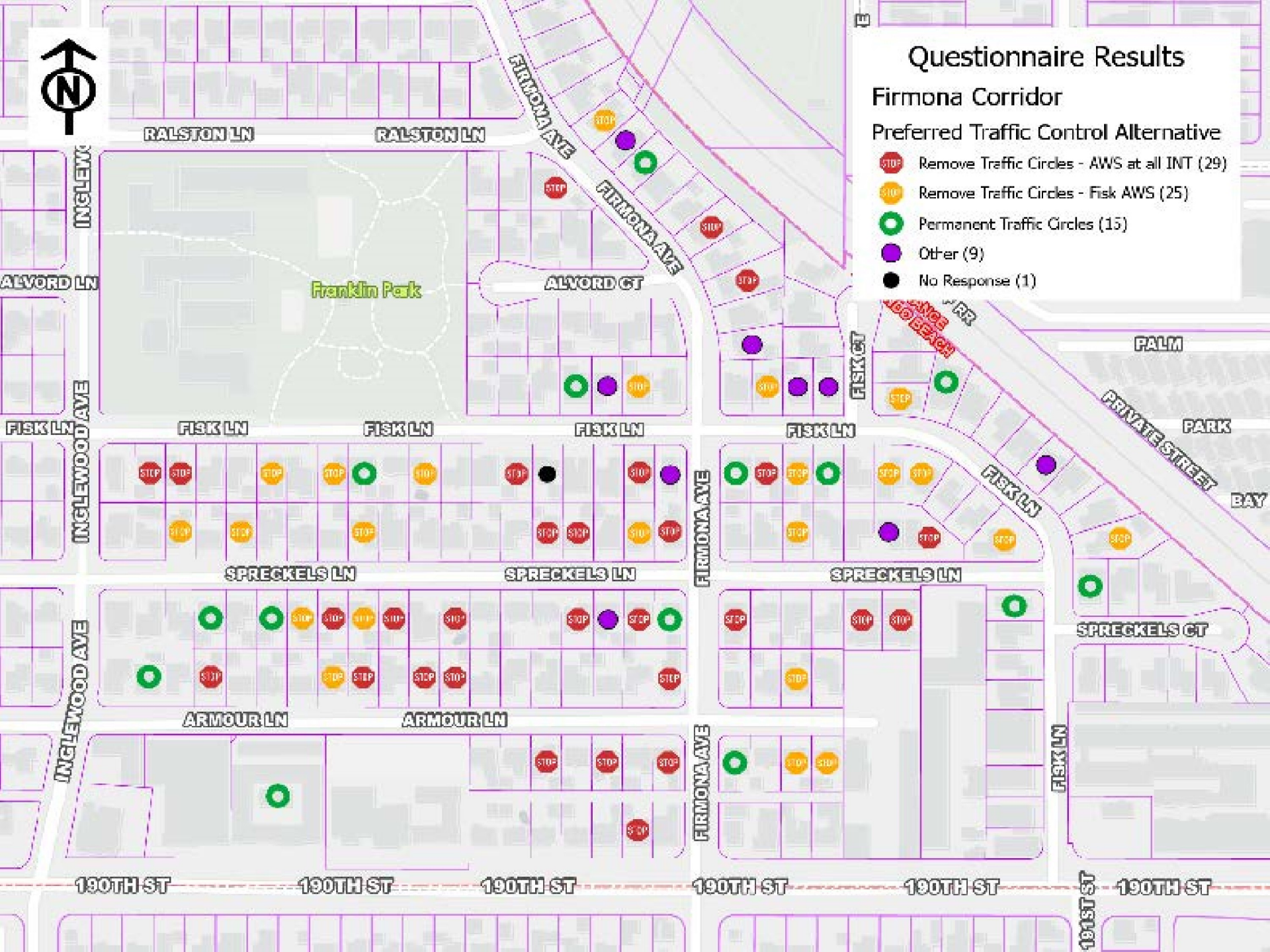


4. Do you feel that drivers generally comply with the intersection traffic control as configured?



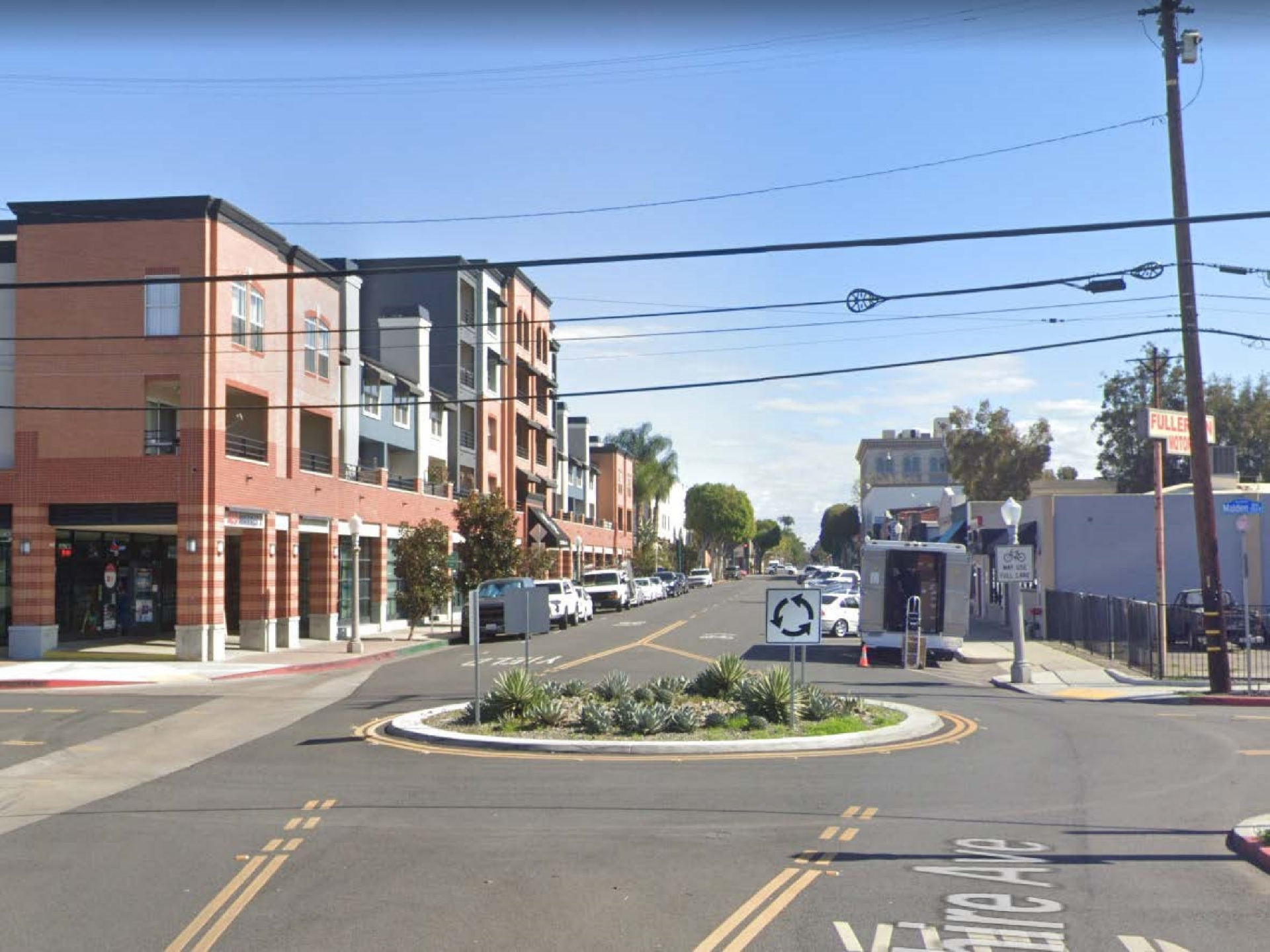
5. What traffic control configuration alternative would you prefer?











Firmona Avenue Corridor Temporary Traffic Circles Evaluation

Fiscal Impact

- Traffic Circle Construction Alternative - Construction of (3) permanent traffic circles - \$150,000 (lower, “non-permanent” cost alternatives available)
- Revert to Original Conditions Alternative - Removal of (3) temporary traffic circles and reinstallation of (1) all-way stop control at Firmona Avenue and Fisk Lane - \$7,000
- All-way Stop Controls Alternative - Removal of temporary traffic circles and installation of all-way stop controls along Firmona Avenue at Fisk Lane, Spreckels Lane, and Armour Lane - \$10,500

Firmona Avenue Corridor Temporary Traffic Circles Evaluation

Recommendation

- Review the engineering report, receive public input and provide direction to Staff regarding the removal of the traffic circles altogether, replacement of the circles with a more permanent installation or installation of an all-way stop at the subject intersections along the Firmona Avenue Corridor.

**MINUTES OF THE
REDONDO BEACH PUBLIC WORKS COMMISSION
DECEMBER 3, 2018
SPECIAL MEETING – 7:00pm**

I. OPENING SESSION

1. CALL TO ORDER

A Special Meeting of the Public Works Commission was called to order by Chairperson Funabashi at 7:04pm in the Main Library, 303 N. Pacific Coast Highway, Redondo Beach, CA

2. ROLL CALL

Commissioners Present:	Funabashi, Garcia, Glass, Simpson, Brown
Commissioners Absent:	Hannon, Fox
Officials Present:	Jin (Gene) Kim, City Traffic Engineer Nik Boas, Associate Civil Engineer Holly Short, Minutes Secretary

3. SALUTE TO THE FLAG

Chair Funabashi led the members in the salute to the flag.

II. APPROVAL OF ORDER OF AGENDA

Motion by Commissioner Brown, seconded by Commissioner Garcia to approve the order of agenda. Motion unanimously approved.

III. CONSENT CALENDAR

1. Approval of Affidavit of Posting for the Public Works Commission meeting of December 3, 2018
2. Approval of the following minutes: October 22, 2018

Motion by Commissioner Glass, seconded by Commissioner Garcia. Motion unanimously approved.

IV. ORAL COMMUNICATIONS - NONE

V. EXCLUDED CONSENT CALENDAR - NONE

VI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS –

Lisa Garland, District 3 is concerned that her area, being 182nd Place, is not being included in the Inglewood Avenue Traffic Calming Item layout. Chair Funabashi commented that they haven't gotten to her street area yet. Ms. Garland asked when will 182nd place area be addressed. Chair Funabashi deferred to Staff and then stated that they will bring the issue up when they speak about the Inglewood Avenue item.

MINUTES – PUBLIC WORKS COMMISSION
Monday, December 3, 2018

VII. OLD BUSINESS -None

VIII. NEW BUSINESS

8-1 INGLEWOOD AVENUE RESIDENT NEIGHBORHOOD TRAFFIC CALMING

City Traffic Engineer Kim gave a staff report proposing installation of traffic calming alternatives for the following Inglewood Avenue Neighborhood Residential Roadway Segments as follows:

West of Inglewood Ave:

- Pruitt Drive (between 190th St. and Ralston Ln)
- Ralston Lane (between Pruitt Dr. and Inglewood Ave.)
- Alvord Lane (between Pruitt Dr. and Inglewood Ave.)
- Fisk Lane (between Pruitt Dr. and Inglewood Ave.)
- Armour Lane (between Pruitt Dr and Inglewood Ave.)

East of Inglewood Ave.

- Firmona Ave. (between Fisk Ln and 184th St.)
- Ralston Lane (between Inglewood Ave. and Firmona Ave.)
- Fisk Lane (between Inglewood Ave. and Firmona Ave.)
- Spreckels Lane (between Inglewood Ave and Firmona Ave.)
- Armour Lane (between Inglewood Ave. and Firmona Ave.)

Commissioner Funabashi asked if any Commissioners had any questions prior to opening public comment.

Commissioner Garcia asked if pedestrians would cross the traffic circle the same way they currently pass now. Engineer Kim said the crosswalks will remain the same as they are now.

Commissioner Glass notes that he is not a fan of speed cushions but he is concerned that this plan shows no cushions on Spreckels and feels that traffic will be pushed over to Spreckels.

Engineer Kim noted that while conducting the survey's, there weren't a lot of vehicles using Spreckels as cut-through.

Commissioner Brown expressed concern that a traffic circle may require removing two parking spots. He also asked if there will be City officials in the area at the beginning to help flow of traffic, as we've done in the past. Engineer Kim commented that perhaps they could make that work with the coordination of the Councilmembers.

Commissioner Glass asked if simply getting more people through that specific intersection would alleviate the current problems of people cutting through the side streets. Engineer Kim said that they could look at the timing of the light at that intersection

Chairman Funabashi had same concern but also noted that the north part of the intersection is Redondo and the south side is Torrance so asked if we need to coordinate with The City of Torrance for any changes to that specific intersection. Engineer Kim said if it's a modification on the Redondo side, perhaps not, but certainly we would coordinate with Torrance if necessary.

Larry Olson, Armour Lane spoke. He mentioned that they have about ten residents from that area present tonight. They appreciate having time in front of the Commission, as they have had conversations with Councilmember Horvath, Director Seeman and Engineer Kim about this item. Their concern is the amount of traffic turning off Inglewood, turning onto his street (Armour) and cutting back onto 190th. They are concerned about people driving in a hazardous way when cutting through the neighborhood. They are asking for speed cushions since their street is too narrow for other options. They note that on his street, there are about twenty children under the age of 18 and the drivers that cut through pose a serious safety concern for the neighborhood. They have canvassed the neighborhood and they all support the request to the City for speed cushions on Armour Lane.

Marissa from Ralston Lane lives in front of Franklin Park. She had three questions: First, she asked if they are addressing the intersection of Firmona and Ralston. She states that currently it's a 3-way stop but that no one stops there & she doesn't see that this report covers that corner. Second, she would like to inquire if they could get a third speed cushion put on Ralston. And third, she would like to know if they can get the speed reduced on Fisk Lane and on Ralston Lane. They live on a street with school and a park.

Diane MacArthur lives on Pruitt Drive between Fisk and 190th. She has been a resident for 38 years and notes that the section of Pruitt she lives on is where the speed picks up, specifically every morning and every evening between 4pm and 7pm. They live in a big neighborhood of children and Pruitt Drive is a very dangerous street.

Andrew lives on Pearl but would like to make a comment to this item by noting that there is a major flaw in collecting data when attempting to get speed reductions approved. People are ignoring the law and there is no traffic enforcement. He's from NY and notes how difficult it is to even cross the street without almost getting by cars. He really feels that you need the Police to enforce the laws so that people will stop speeding through these residential areas.

Ryan Croft on Armour Lane asked what type of environment everyone would like to see. He's investing in his property because of what brought him to that neighborhood. They loved the single family environment but it is now necessary to keep the people that are speeding away from there. They need to consider the neighborhood for building a better community

Stephanie Teliano from Armour Lane feels the data may not show that their street has an overwhelming traffic problem but it does and she would like the Commission to look at the data in whole. Chairman Funabashi replied to her that they do take data with a grain of salt, understand that and appreciate her concern.

Warren Chung, District 3 wanted to thank Councilmember Horvath for the outreach. He lives on the 2700 block of Fisk Lane near Franklin Park. He agrees with the proposed three traffic circles, the speed bumps on Ralston and Fisk and the turn signs. He wanted to thank the Commission and Staff for their time.

Councilmember Horvath commented that this is the culmination of about 2 years of work on behalf of Staff and a rather large study for traffic calming. He hopes that the Commission will approve the traffic calming recommendations tonight, and would like to see consideration of Pruitt and Armour as part of the overall package. He states again that the residents have made it clear that they need something done.

Commissioner Simpson asked if Staff knew the speeds that have been reported on Pruitt. Engineer Kim answered 28-29 mph. Commissioner Simpson asked if there any connection between speed and whether a street is one way only. Engineer Kim responded that's hard to say since he doesn't have any quantifiable data to say if that would lower speed or not.

Commissioner Garcia went to a traffic calming workshop about a year ago and one of the tools they had was chicanes so that's a suggestion from him to try on Pruitt. He also feels that this proposal from Staff captures the holistic approach that the residents wanted.

Commissioner Glass has mentioned streets in District 5 and the placement of stop signs. There are plenty of stop signs but people are running them. He feels there is a long stretch of Pruitt that has no stop sign and that encourages people to speed through that section. He mentions these are very long blocks between cross streets so he doesn't think it's fair to residents to force them to go out of their way to get out of their neighborhoods.

Commissioner Simpson supports staff recommendation but is still concerned about what happens on the west side so whatever they do tonight, he would like Staff to look for further options for the west side.

Chairman Funabashi is open to hear any other comments to Staff's already submitted proposal.

Commissioner Glass endorses staff recommendation and with modifications as follows:

1. Consideration of initial speed cushion on Ralston,
2. Pre-emptively putting speed cushions on Spreckels, and
3. Looking at wanting to break up traffic flow on Pruitt on west side by adding 3 way stops on northbound Pruitt at each intersection (Armour, Spreckels & Alvord) and one on westbound Ralston at Pruitt.

Commissioner Garcia will second the motion if they change the stop signs to chicanes on Pruitt. Commissioner Simpson will accept stop signs or chicanes.

Commissioner Brown does not support that motion. He would be for additional speed cushion on Ralston and would ask for additional traffic enforcement before and after installation of traffic circles and would have City employees to help smooth the transition after installation of the traffic circles.

Commissioner Simpson feels the same as Commissioner Brown but he does not feel that 3-way stop signs will work since you can't use them as a method to slow traffic. The Commission had a discussion to change 3-way stop signs on Pruitt into chicanes.

Director Semaan spoke to ask that since the commission has made a motion, can they be more specific on where they want the chicanes located on Pruitt so that staff does not make the decision of where they go.

Commissioner Garcia says that staff needs to look at the street before locations can be determined.

Engineer Kim agreed placement of the chicanes may be liquid at this point because they will not work at specific intersections and you need to take into account driveways.

Commission voted on previous motion:

Yes: Glass, Garcia,
No: Brown, Simpson, Funabashi
Vote 2 – 3

Motion does not pass

Motion made by Commissioner Simpson to go with Staffs proposal with 3rd speed bump on Ralston on east side and direct staff at their regular PD meeting to bring up enforcement in that area (before and after installation) and for Staff to continue to look at additional options on west side of Inglewood, specifically for Armour Lane.

Motion seconded by Commissioner Brown.

Commissioner Glass would like to amend the Traffic Calming Proposal to add:

1. Staff look at Spreckels on the east side when doing the west side study, and
2. Staff look at the quadrant of 184th–190th/Inglewood & Pruitt

All in favor. Motion passes unanimously.

Commissioner Glass asked, as a follow-up to the previous conversation, would like to ask Council to request PD representation at these meetings on a consistent basis. Engineer Kim mentioned that this was a schedule change and PD was unavailable this time and they do hold regularly scheduled meetings between the departments and that they were represented at the previous two regular meetings.

8-2 RUBY STREET CORRIDOR

City Traffic Engineer Kim gave a staff report proposing additional traffic controls along the Ruby Street corridor.

Chairman Funabashi asked if any Commissioners had any questions prior to opening public comment.

Commissioner Garcia asked about whether stop signs or traffic circles are the best solution. Wanted to know if a traffic circle meets the MUTCD requirements.

Engineer Kim states the MUTCD sets guidelines for all-way stop controls. Traffic circles are advantageous because everyone is looking the same direction which reduces the conflict point.

Mitch Clemmins from the 500 block of South Francisca, likes the idea of a traffic circle on Gertruda but not one on Francisca at Ruby. He noted that he feels Francisca is the major thoroughfare from PCH to Torrance Blvd. He also mentions how dangerous crossing PCH at Ruby or Sapphire is. He said people run those lights at 50 mph.

Jill Clausen, District 1, spoke to the issue that PCH traffic is under the authority of Caltrans. She agrees that a circle on Gertruda is a good idea. She hopes the City is also taking pedestrian traffic into account.

Wayne Craig from the 500 block of South Broadway, agrees on the circle on Gertruda, but also disagrees on the one on Francisca at Ruby.

Andy Lesser lives at Gertruda and Pearl. He feels that the circle on Ruby and Francisca is a bad idea and feels that the stop sign currently there is better.

Brent Flickenger, lives on Ruby by Francisca, and echos what others said. He is afraid it may be creating a problem by going to a roundabout instead of a 4 way stop.

Tracy Lupo lives on Juanita and Pearl. She was in the accident with her baby and her dog. She came to speak about the accident. She said any car coming up that street cannot see over the ridge. She agrees that people speeding is the problem and she is very concerned about people using these side streets as cut-throughs with disregard for the neighborhood. Her and her husband were walking in the neighborhood about a month ago and mentioned their concern that there was no 4-way stop at that intersection like there is at many other intersections in the neighborhood. She's a bit concerned about a traffic circle hindering visibility because that intersection is so much steeper than it seems.

John is from Europe and would like to put a good word in for traffic circles. He is used to traffic circles and they do slow people down and they are more bicycle friendly also.

Staff has recommended two traffic roundabouts.

Commissioner Brown agrees that Ruby and Francisca would be a good place to start with one traffic circle.

Commissioner Simpson is partial to traffic circles and feels that corridor would benefit from two circles but if residents want only the one, he supports that with the hope that someday residents will want the second one.

Commissioner Glass disagrees on how well the one in North Redondo worked. His concern is that the circles are large enough for big SUVs and fire trucks, etc.

Councilmember Nehrenheim reminds them that District 1 already has a traffic circle and has worked wonders. His suggestion is to be proactive if anyone finds other locations feel free to bring it up.

Motion by Commissioner Garcia to add traffic circle at Ruby and Gertruda only, seconded by Commissioner Brown.

All in favor. Motion passes unanimously.

8-3 SCHOOL AREA TRAFFIC CONTROLS – REDONDO UNION HIGH SCHOOL

City Traffic Engineer Kim gave a staff report proposing traffic controls for the Redondo Union High School area. This is the last of 11 School Area Traffic Control recommendations for the City.

Chairman Funabashi noted that these recommendations are broken down in 3 sections according to costs.

Commissioner Simpson verified that these recommendations seem to range from routine updating signage to potentially some Capital Projects, which will need to go into the CIP budget.

Chairman Funabashi asked if the missing section of sidewalk on Vincent falls into reconstruction of existing curb ramps or under the discretionary recommendations. Engineer Kim confirmed that it's under the discretionary recommendations.

Chairman Funabashi expressed concern about the amount of money spent on the big intersection the southbound turn into the school. Seems like a lot of money to spend to resolve the one morning traffic issue on Carnelian /Helberta/Irena when there might be other means to present the southbound turn into the high school. He also asked about the traffic circle price breakdown and the difference of putting in the circle or just closing off the intersection.

Commissioner Brown asked if a traffic circle at Carnelian and Irena was installed, would that lessen the need to reconstruct the Carnelian and Helberta intersection. He asked if one could be done and then if needed do one of the other recommendations? Engineer Kim thought it would be more beneficial to do in conjunction with each other.

Commissioner Simpson asked if the Commission needed to vote in favor of one of the four options or were they to vote to forward the entire package as a suggestion to City Council. Engineer Kim replied that they are to vote on the entire package as all being feasible alternatives. The entire package is a preliminary recommendation for a particular intersection so more outreach may be necessary when that option comes up.

Motion by Commissioner Simpson to accept Staff's recommendation and move issue forward to City Council, seconded by Commissioner Glass.

All in favor. Motion passes unanimously

8-4 TRAFFIC CONTROL ALTERNATIVES AT BLOSSOM AND MATHEWS AVE.

Associate Civil Engineer Boas gave a staff report proposing traffic alternatives at Blossom and Mathews Avenue.

Commissioner Garcia asked if the bulb-outs replace an extension of the curb, indicating that the sidewalk extension may be more aesthetically pleasing.

Associate Civil Engineer Boas responded that Staff's preference is to have bulb-outs there, not to build out the curb.

Commissioner Simpson understands that there was a better improvement in visibility. Associate Civil Engineer Boas confirmed that the idea of the bulb-outs was to improve visibility.

Commissioner Glass questions whether we should pursue this or not since he's not sure this experiment helped anything.

Chairman Funabashi said he believes there was market improvement but just wishes there was something as an option that is more aesthetically pleasing.

Commissioner Brown supports installation of permanent bulb-outs for safety reasons. Aesthetically it's not particularly pleasing but the safety aspect is worth it.

Motion made by Commissioner Brown to support the recommendation as is but to continue to look for better aesthetic options in the future as long as they are not cost-prohibitive.

Made a motion to support the recommendation of permanent bulb-outs but remain open to alternative measures to other options that are more aesthetically pleasing but at cost that are not prohibitive. Motion seconded by Commissioner Garcia.

Yes: Funabashi, Brown, Garcia, Simpson

No: Glass

Vote 4-1

Motion carries with a 4-1 vote

8-5 DISCUSSION OF PUBLIC WORKS PROJECTS

Associate Civil Engineer Boas gave Status Update

1. Redondo Union High School Traffic Safety Recommendations closes out the project for all public schools in Redondo Beach
2. Ongoing items for Paulina and Maria (Aug. mtg.)

Jenny Trombley on 182nd asked for update on the turn restrictions on 182nd. She was disappointed to hear that was presented at a previous meeting that she wasn't aware of.

Chair Funabashi confirmed that item was approved by the Commission to go to City Council to create restricted left turn lanes at Inglewood and 182nd for peak hours of 7-9am and 4-6pm Monday through Friday.

Associate Civil Engineer commented that was part of the Phase I of the Inglewood Traffic Calming item. Those restrictions have not been approved yet but they will be forward to city council with the entire packet.

Traffic Engineer Kim replied that those should go to council at a January meeting.

Motion to receive and file report made by Commissioner Garcia, seconded by Commissioner Glass. Motion passes unanimously.

IX. REFERRALS TO STAFF - None

X. ADJOURNMENT

Motion made by Commissioner Simpson, seconded by Commissioner Garcia to adjourn at 10:22 pm to the next announced General Meeting. Motion unanimously approved.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'T. Semaan', followed by a period.

Ted Semaan, Public Works Director

