

I. OPENING SESSION

1. CALL TO ORDER

A Regular Meeting of the Public Works Commission was called to order by Chair Funabashi at 7:00 p.m. in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California.

2. ROLL CALL

Commissioners Present:	Garcia, Glass, Hannon, Minne, Simpson, Chair Funabashi
Commissioners Absent:	Fox
Officials Present:	Gene Kim, City Traffic Engineer Camy Byrd, Minutes Secretary

3. SALUTE TO THE FLAG

Chair Funabashi led the audience and Commissioners in a Pledge of Allegiance to the Flag.

4. BLUE FOLDER ITEMS

Items for 7-1, 8-1, 8-2, 8-3.

II. APPROVAL OF ORDER OF AGENDA

Motion by Commissioner Hannon, seconded by Commissioner Simpson to approve the Order of Agenda as presented. Motion carried unanimously, with Commissioner Fox absent.

III. CONSENT CALENDAR

- 1. APPROVAL OF AFFIDAVIT OF POSTING** for the Public Works Commission meeting of February 24, 2020.
- 2. APPROVAL OF THE FOLLOWING MINUTES** – Public Works Commission Regular meeting of January 27, 2020.

Motion by Commissioner Simpson, seconded by Commissioner Glass, to approve items 1 & 2. Motion carried unanimously, with Commissioner Fox absent.

IV. ORAL COMMUNICATIONS – NONE

V. EXCLUDED CONSENT CALENDAR – NONE

VI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS – NONE

VII. OLD BUSINESS

1. COMMISSION INPUT RELATED TO DEVELOPMENT OF GOALS AND OBJECTIVES FOR THE CITY'S STRATEGIC PLAN – Receive report and provide input to City Council as appropriate.

City Traffic Engineer Kim said the item was continued from the last meeting where staff presented options and alternatives that outlined portions of the City's goals and Strategic Plan. The recommendation is to receive the report and provide input to staff to present to City Council.

Commissioner Simpson said he had some questions, and Councilmember Horvath called him and answered his questions. He thought it was an excellent start, and that the Beach Cities Health District (BCHD) letter that Commissioner Hannon submitted was appropriate and could be added to the Strategic Plan document.

Chair Funabashi said he thought the Commission preferred Option 3 and referenced a letter from BCHD to the Commission emphasizing the master plan as it related to the bicycle maps, etc. In response to Chair Funabashi regarding the Commission's submissions becoming part of the document going to City Council, City Traffic Engineer Kim answered in the affirmative.

Public Works Director Semaan said they are looking for feedback and direction as a Commission or individually. He said they could choose to receive and file the report and provide the input that was provided by individual Commissioners, however, if the Commission has recommendations as a body, it would stand stronger.

Jacqueline Sun, from Beach Cities Health District provided context to the letter they presented to the Commission regarding the Beach Cities Living Streets Design Manual. Ms. Sun said the City and the Public Works Commission have shared the commitment to street safety and living streets and noted that the City has adopted a living streets policy, a livability plan, and the Bicycle Master Plan. She explained that the three beach cities applied for a planning grant through the Southern California Association of Governments, received the grant, and as part of the deliverables from Stantec was a customized living streets design manual for each city, modeled after the Los Angeles County Model Street Design Manual, put together by the Los Angeles County Department of Public Health and UCLA. She said it is a technical toolbox for cities to be able to implement essential design elements for crosswalks, intersections, pedestrian access, bikeways, traffic calming, looking at the guidelines and requirements from a living streets perspective making sure all users are considered. Ms. Sun said perhaps the Commission might consider including this in the Strategic Plan separately, or in addition to.

Commissioner Minne noted that the goals reference financial stability and resources, however, there is nothing about seeking external funds through grants on the Federal, State or local levels. He thinks one of the strategies listed explicitly should be seeking external funds to allow planning, factual infrastructure, and to supplement the general fund.

Chair Funabashi agrees with highlighting that in the Strategic Plan and as a Commission they highlight the Living Streets Design Manual as part of their consideration.

In response to Commissioner Simpson regarding staff drafting a letter to City Council, City Traffic Engineer Kim said the input was received, and the information will be provided to the City Manager, to provide to City Council.

Motion by Commissioner Hannon, seconded by Commissioner Minne, to receive and file the input from the Commission, documents presented, and the suggestion to search for outside grants. Motion carried unanimously, with Commissioner Fox absent.

VIII. NEW BUSINESS

- 1. BERYL STREET CORRIDOR TRAFFIC CALMING ENHANCEMENTS** – Review the engineering report, receive public input, and provide direction to Staff regarding proceeding with roadway modifications to Beryl Street.

City Traffic Engineer Kim presented the following:

- Background
 - Requests to review traffic safety and traffic calming along the Beryl Street Corridor (Catalina Avenue to Prospect Avenue)
 - Speeding, traffic control concerns, pedestrian and bicycle safety, traffic signal operations
 - School traffic safety recommendations incorporated
 - High-visibility crosswalks, Stop limit lines, Retroreflective post covers, flashing LED Stop signs
- Data Collection
 - Field surveys
 - Accident history surveys
 - Speed survey
- Traffic calming enhances safety for motorists, pedestrians and bicyclists. The main goal of traffic calming is to encourage safer, more responsible driving and reduce traffic speed, collisions, type of collisions, and severity of collisions
- Class II bike lanes include striping and signage to denote a separated bike lane on the roadway to enhance bicyclists safety, and bring about awareness for the driver and the bicyclists
- Sharrows are pavement markings to remind the driver that the bicyclists and the driver share the road
- Bike lanes narrow the travel lane causing drivers to be more cautious because the roadway is tight
- Class III bike lanes do not have lane striping, only pavement markings
- High visibility crosswalks such as zebra, ladder, or continental allow crossing area to pop, reminding drivers that there may be pedestrians crossing
- Curb bulb-outs serve to reduce vehicle speeds and help reduce the pedestrian crossing distance, as the curb extensions extend into the parking lane limit, reducing the pedestrian exposure to the roadway by 14-16 ft
- Radar feedback signs ping vehicle speeds to remind drivers to slow down when they are driving at a high rate of speed
- Traffic circles
 - Mini traffic circles are raised circular islands usually constructed in residential intersections with the intended use to reduce speeds and manage traffic
- Pedestrian actuated flashing crosswalks are used in locations with higher pedestrian counts
- Rectangular Rapid Flashing Beacons
- Illuminated Pedestrian Crossing signs
- In-pavement flashing lights – new alternatives are available, and some cities have used them with positive results

- Eight reported accidents during two-year span (2017-2019), all broadside T-bone, Right-of-Way collisions
- Recommendations

In response to Commissioner Garcia regarding traffic circle concerns, City Traffic Engineer Kim explained that the bike lanes would terminate before the traffic circle, and the vehicle and bicyclist would share the road going through the traffic circle. He said the crosswalks would not cross Beryl, they would be on the minor roadways.

Commissioner Hannon noted that the bike lane ends at Catalina and asked if there will be a Class III bike lane with sharrows that continues down to Harbor. City Traffic Engineer Kim said that is something that could be done.

Commissioner Minne clarified that there is a proposed hybrid beacon at Francisca Avenue and Beryl in the packet, but not on the presentation. City Traffic Engineer Kim said that is one of the alternatives proposed, the recommendation is to find a feasible pedestrian crossing at that location.

In response to Chair Funabashi regarding the direction of the speed counts, City Traffic Engineer Kim said he believes they were facing both directions.

Chair Funabashi suggested flashing signs and signage on the downhill side of PCH as a warning to drivers of their speed.

James Stickler, resident at 620 N. Irena Avenue said it is terrifying to cross Beryl Street at Irena Avenue as a pedestrian, bicyclist, and driver, and he was hoping for the installation of a stop sign at that location. He noted the traffic circle and high visibility crosswalks are parallel to Beryl Street, rather than crossing Beryl Street.

Scott Wright, resident, 600 block of N. Irena Avenue said there are palm trees and parked cars blocking the view of approaching traffic when trying to cross or make a turn onto Beryl Street. He said he requested a stop sign two years ago and is urging the installation of stop signs again.

Angelica Wright, resident, 600 block of N. Irena Avenue, requested a 4-way stop. She also requested a 5-way stop at Irena Avenue and Carnelian Avenue and noted that the visibility is especially bad on Thursdays and Fridays when there is street sweeping.

Mary Ann Stickler, resident on Irena, said she crosses Beryl Street often and is concerned regarding the difficulty of crossing at a traffic circle.

Tim Allen, resident on north side of Maria Avenue, next to Beryl Heights, said he is concerned about keeping the volumes from going into the neighborhoods. He said 25 years ago there was a 4-way stop at Maria Avenue and Beryl Street which was removed because of accidents and injuries at that intersection. He cautioned removing the signal at Maria Avenue without looking at the history of why it was put in. He expressed concern regarding vehicles, pedestrians, and bicyclists traveling through the traffic circles.

Chair Funabashi noted that bulb-outs in conjunction with crosswalks allow extra space to look left and right before pulling out.

Tim Farmer, resident, 400 block of Paulina Avenue asked if there were any pedestrian accidents in the study. City Traffic Engineer Kim reiterated that the accidents are reported accidents, if no police report

was filed, there would be no information on it. He said the accidents were classified as Right-of-Way collisions meaning that the party at fault was at the stop-controlled intersection.

Mr. Farmer said the stop sign technique is more efficient for crossing Beryl, than a traffic circle.

Joanna Farmer, resident on Paulina Avenue prefers a traffic stop sign rather than a traffic circle. She said across the street from VONS there are a lot of apartments and families crossing the streets. She is concerned about families having to navigate a traffic circle along with bicyclists and cars.

Robert Reeves, resident at Beryl Street and Juanita Avenue said he believes traffic circles would be worth considering rather than stop signs at every intersection.

Commissioner Simpson noted that people tend to not stop at stop signs when there is a series of them. He said what he likes about traffic circles is that they demonstrably slow traffic. He noted that some locations for the traffic circles might be in inappropriate locations. He confirmed that the proposed traffic circle on Irena Avenue would be installed, with no crossing of Beryl Street. City Traffic Engineer Kim said under the yield function a crosswalk gives the pedestrian a false sense of safety.

City Traffic Engineer Kim explained that at every traffic location, Beryl Street will remain under a yield function, however, the minor north and south-bound roadways would maintain their stop function.

In response to Commissioner Minne regarding volumes, City Traffic Engineer Kim said they have pedestrian volumes at Beryl Avenue and Francisca Avenue, however, they have not gotten any traffic volumes. Commissioner Minne suggested a temporary trial for a couple of weeks to see how it works, and conduct outreach during the trial.

City Traffic Engineer Kim said they would collect baseline data prior to installation, purchase the parts, move forward with the installation, get volume and speed data, and prior to conclusion of the 6-month evaluation they will send surveys to residents along the corridor to get feedback. He said they would have the data side and the survey side and present it to City Council for their final decision.

Commissioner Hannon said roundabouts are safer because they create more predictable behavior. He explained that at a 4-way stop people are supposed to stop, however, they don't always stop which creates unpredictable behavior. He said roundabouts force drivers into stopping because they have to slow down, which creates predictable behavior to help avoid accidents.

In response to Commissioner Simpson regarding the implementation of the project, City Traffic Engineer Kim said based on a previous City Council decision, the traffic circles don't have to be approved by City Council.

City Traffic Engineer Kim said they have a quick turnaround schedule anticipated for the City Council meeting for the crosswalk location, the radar feedback signs and the bike lanes. He said it is possible that while the traffic circle is being designed, the rest of the elements can be approved and added on as part of the design.

Commissioner Glass said he is concerned that there are not a lot of opportunities to cross Beryl Street. He suggested more evenly spacing the crosswalks. He also suggested putting a crosswalk between Irena Avenue and Guadalupe Avenue, with a flashing light, so people coming out of the traffic circles could see pedestrians trying to cross.

Commissioner Garcia said he has concerns crossing Beryl Street and asked if staff recommendations don't work after 6-months on Paulina Avenue and Irena Avenue, if staff would consider installing all-way stops.

Commissioner Minne said he is in favor of the bike lanes, curb extensions, and radar feedback signs to evaluate the effectiveness of slowing speeds and suggested installing roundabouts only if speeds are still up.

Chair Funabashi suggested emphasizing a crosswalk at Irena Avenue, and adding another stop sign on Beryl Street.

Motion by Commissioner Simpson, seconded by Commissioner Hannon to accept staff's recommendations.

Commissioner Glass said something needs to be done with the crosswalk allocation. He would like staff to look at the placement of the crosswalks across Beryl Street.

Chair Funabashi expressed concern with the potential traffic circles and the bike path because not all bicyclists are experienced.

City Traffic Engineer Kim said a hybrid approach could be considered as part of the recommendations to look at installing bike lanes, the radar feedback signs, and bulb-outs, foregoing the traffic circle installation with a 6-month evaluation to see how the bike lanes work. He said they could conduct a more thorough pedestrian crossing related study to identify the pedestrian crossing locations, and in six months present the findings to the Commission.

Commissioner Minne said he highly recommends a phased approach. He said he would support the roundabouts west of PCH. He said he would make a friendly amendment to accept the roundabouts east of PCH, but not west.

Commissioner Minne added allowing staff to evaluate the possibilities of all-way stops and additional crosswalks throughout Beryl Street.

City Traffic Engineer Kim said a friendly amendment cannot be made because the motion on the floor is to accept all of staff's recommendations and to have a friendly amendment to take portions out can't be done. He said they could take a vote, make a decision on the motion on the floor, and if it falls through, make another motion.

Motion by Commissioner Minne, seconded by Commissioner Glass, to accept staff's recommendations with the exception of the roundabouts east of PCH to allow staff to investigate all-way stops and additional crosswalks throughout Beryl Street.

In response to Commissioner Simpson regarding the timeline, City Traffic Engineer Kim said they would have to design the traffic circle, and wait for the equipment which would take some time.

Commissioner Minne amended his substitute motion to add investigation of all-way stop at Irena Avenue.

Motion by Commissioner Minne, seconded by Commissioner Glass to accept staff's recommendations, with the exception of roundabouts east of PCH and to direct staff to investigate all-way stop at Irena Avenue, and investigate the placement of crosswalks along Beryl Street. Motion carried, with Commissioner Garcia opposed, and Commissioner Fox absent.

2. **DOW AVENUE – JOHNSTON AVENUE NEIGHBORHOOD TRAFFIC SAFETY EVALUATION –**
Review the engineering report, receive public input, and provide direction to Staff regarding proceeding with roadway modifications to the Dow Avenue-Johnston Avenue neighborhood.

City Traffic Engineer Kim presented the following:

- Background
- Modified T-intersection functions the same as a traffic circle, providing horizontal deflection, suited for a T-intersection, using less real estate or equipment, with the same effect
- Raised median center island used to narrow the travel way, which encourages some speed control
- Short term enhancements:
 - Install Class II or Class III bike lane/route pavement markings and signage
 - Install/replace existing crosswalks with high-visibility crosswalks, install new limit lines and yield lines, install new speed limit signs, replace existing speed limit signs with oversized speed limit signs and install speed limit pavement markings
 - Install radar speed feedback signs as part of rotational program
- Long term enhancements:
 - Install traffic circles, modified T-intersection, curb bulb-outs or landscaped center median islands
 - Modify the traffic signal at Manhattan Beach Boulevard and Dow Avenue to provide protected left-turn phasing
 - Address feasibility of Class II bike lane signage and markings along Manhattan Beach Boulevard (Manhattan Beach Boulevard in the subject vicinity is identified as a Class II bike facility per the South Bay Bicycle Master Plan)
 - Address feasibility of Class II bike lane signage and markings along Inglewood Avenue (Inglewood Avenue in the subject vicinity is identified as a Class II bike facility per the South Bay Bicycle Master Plan)
- Speed surveys – along Beland Boulevard, recorded 85th percentile speeds were well above the posted 25 mph speed limit
- 2014-2019 – 32 reported traffic collisions, mostly on Manhattan Beach Boulevard

Staff's recommendations:

- Install Shared Lane Markings immediately after each intersection and spaced at 250 ft intervals between intersections as appropriate along Robinson from Vail to Inglewood; Phelan to Beland and Johnston; Vail Avenue between White Court and Manhattan Beach Boulevard
- High visibility crosswalks, installation of bulb-outs where Phelan meets Robinson, intersection of Perkins and Blaisdell Avenue
- Speed limit signs, speed limit pavement markings, radar-feedback signs on a 3 or 4-month rotational basis
- Install traffic circles, modified T-intersections (received positive resident feedback), consideration of center median island (received positive resident feedback for location)
- Previous request to remove turning restriction at Johnston Avenue and Beland Boulevard – from 7:00-9:00 a.m., staff observed 20 prohibited movements. Staff recommended maintaining it because there is some cut-through traffic as a result of this.
- Manhattan Beach Boulevard/Gibson Place – modification of traffic signal, which would require significant modifications and construction costs

In response to Commissioner Simpson regarding the bulb-outs becoming permanent if they work, City Traffic Engineer Kim said after their evaluation, one recommendation may be to maintain them as is because installation of a permanent bulb-out is far more exorbitant in cost. He said that is something for City Council to consider.

(Commissioner Simpson left the dais at 9:23 p.m., returned at 9:25 p.m.)

John Nemeth, resident at 160th and Vargas, said the concern is not speed on Gibson Place, it is the left turn off Manhattan Beach Boulevard, where the highest number of accidents occurred according to the accident history slide. He noted that a lot of illegal U-turns occur at Gibson Place/Manhattan Beach Boulevard and he thinks the traffic light further up on Manhattan Beach Boulevard will not address the problem. He spoke about a cement planter at Inglewood Avenue and Fraser that prevents traffic from turning into Fraser off Inglewood, and he thinks that would work at Gibson Place and Manhattan Beach Boulevard. He said that would prevent people from getting in and out of the area, so it would require further public input and comments.

Alisa Beeley, resident on Johnston Avenue said there is a lot of traffic eastbound on Manhattan Beach Boulevard in the afternoon and has noticed a lot of cut through traffic. She said they have been trying to get some attention on their street for years and she would be happy with street markings, crosswalks, or signs. She also said she agrees with the bike path crosswalk going into the park.

Commissioner Minne suggested speed humps on Johnston, Gibson, or Dow.

City Traffic Engineer Kim said residents don't want speed cushions. He explained that roadways like Dow and Johnston have rolled curbs so if a speed cushion were installed, drivers would hug one side, making them ineffective. He said vehicles parked on Dow are halfway on the sidewalk, which creates a more open lane for vehicles to travel on, whereas, if they parked appropriately, the travel lane would force drivers to slow down. He said in his discussions with the residents, speed cushions were not heavily pursued or requested.

Commissioner Glass suggested the possibility that residents might not mind the inability to turn from Manhattan Beach Boulevard onto Gibson Place, using the modification at Anita as an example.

Commissioner Simpson suggested a modified T-installation at Thomas and Sebald to slow traffic. City Traffic Engineer Kim confirmed that on Johnston there would be one for vehicles entering from Manhattan Beach Boulevard, and midway through the segment there would be a second one to force them to slow down.

Motion by Commissioner Garcia, seconded by Commissioner Minne, to accept staff's recommendation with reconstructed intersections, more traffic calming, with protected left-turn phasing at Manhattan Beach Boulevard and Dow Avenue. Motion carried unanimously, with Commissioner Fox absent.

3. TORRANCE BOULEVARD AND BROADWAY TRAFFIC CONTROL ENHANCEMENTS – Review the engineering report, receive public input, and provide direction to Staff regarding proceeding with traffic control modifications at Torrance Boulevard and Broadway.

City Traffic Engineer Kim presented the following:

- Background and traffic control enhancements that were installed in 2016
- November 19, 2019, City Council made a referral to staff to reassess the existing traffic controls

- Right-turn Only Restrictions for Broadway recommended, re-routing traffic
- Bulb-Out Installation on Torrance Boulevard to narrow cross distance for pedestrians, oversized signs to emphasize speed limit, and permanent radar speed feedback sign
- All-Way Stop Control Installation would help mitigate reported collision types, potentially causing issues on the length of Torrance
- Construct a Roundabout – for a multi-lane roundabout, additional right-of-way would be needed
- Traffic Signal Installation – 300 ft west of PCH, which could provide concerns with traffic flow along the corridor
- Traffic analysis was not provided, staff plans to provide staff analysis to City Council at the March meeting

Commissioner Hannon said re-routing is a good solution and asked if the potential bulb-out could be replaced with a Class II bike lane, which would reduce exposure trying to cross. He said he has concerns with an all-way stop because he thinks traffic would back up to PCH or Catalina quickly. He also said it would be difficult to synchronize the lights because they would be so close to PCH and Catalina.

Commissioner Garcia said he likes the way it is currently and is in favor of the alternatives, except for the bulb-out.

Commissioner Glass said if the residents don't mind, the first block south of Torrance and the first block north of Torrance will become one-way streets. He said he would like a traffic circle, however, there is not enough room there.

Commissioner Minne said a traffic signal would fix the problems because the backup could be coordinated with the two other signals, however it is expensive. He said this is a perfect example of a grant opportunity for the highway safety improvement program. He suggested going with Option 1, but go for the grant for the signal, curb extension, bike lane, modifications, and median island.

City Traffic Engineer Kim clarified they are trying to address the broadside concerns from vehicles making a left or going through on Broadway.

Chair Funabashi noted the volume of traffic east/west is much higher than on Broadway, and the right turn only would solve that. He asked if the light could be green most of the time unless Broadway triggered it.

City Traffic Engineer Kim replied that it would be a semi-actuated intersection which would allow the vehicle to go, and allow the pedestrian to cross.

City Traffic Engineer Kim explained the alternatives, suggestions and discussions the Commission has had and would be re-presented to City Council.

In response to Commissioner Hannon regarding the ability to consider installing a Class II facility, Public Works Director Semaan said there is a disconnect on just the east leg of Torrance Boulevard at PCH because of the lane configurations. He said they don't want to have short segments of Class II's, then disconnects going through major intersections, though it may be explored.

Motion by Commissioner Hannon, seconded by Commissioner Glass to go with Option 1 and ask staff to look at using a bike lane to give pedestrians more room before moving out into traffic, or investigate using a bulb-out. Motion carried, with Commissioner Garcia opposed, and Commissioner Fox absent.

IX. MEMBERS ITEMS AND REFERRALS TO STAFF

In response to Commissioner Glass regarding faded signs, particularly signs with red on them, Public Works Director Semaan said the sign shop constantly replaces signs, and noted that south facing signs have the most degradation.

In response to Commissioner Garcia regarding the lanes offset on PCH at Francisca Avenue, City Traffic Engineer Kim said lane line extensions have been installed, however, they can look at it.

Commissioner Hannon asked staff to look at traffic volumes because the current data is from 2006-2008. He said traffic counts would be beneficial.

Commissioner Hannon said roundabouts save lives, reduce collisions, and are better than 4-way stops. He would like to have a full demonstration of one with plants and statues, something that neighborhoods want that are conducive and consistent with their neighborhoods.

Chair Funabashi said Grant to 190th looks great. He asked if they could get traffic counts from Caltrans on PCH traveling through the City, and Artesia Boulevard from the County as it passes through the City.

City Traffic Engineer Kim said for PCH, they would get annual average, mid-block volumes for an average 24-hour period. He said it would have annual average daily traffic to get an average 24 ADT type volume. He said the County would not have data on Artesia, the City would get that data.

In response to Chair Funabashi regarding doing counts if the City wanted to pay for it, City Traffic Engineer Kim said it would depend. He said for PCH turning movement volumes, depending on the equipment used, and type of data requested, they would have to get a Caltrans encroachment permit.

X. ADJOURNMENT AT 10:45 P.M.

Motion by Commissioner Hannon, seconded by Commissioner Simpson, to adjourn at 10:45 p.m., to a Regular meeting on Monday, March 23, 2020, at 7:00 p.m., in the Redondo Beach City Council Chambers, 415 Diamond Street, Redondo Beach, California. Motion carried unanimously, with Commissioner Fox absent.

Respectfully submitted,

Ted Semaan
Public Works Director