



# Administrative Report

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J.4., File # PW20-1471

Meeting Date: 9/28/2020

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**To: PUBLIC WORKS COMMISSION**

**From:** Department of Public Works

## **TITLE**

**CATALINA AVENUE AT EMERALD STREET AND CATALINA AVENUE AT GARNET STREET  
BIKE PATH TRAFFIC CONTROLS**

## **RECOMMENDATION**

Review the report, receive public input and provide direction to Staff regarding the King Harbor Sign Replacement on 190th Street. Review the engineering report, receive public input and provide direction to Staff regarding proceeding with potential modifications to the bike path traffic controls at Catalina Avenue and Emerald Street, and at Catalina Street and Garnet Street.

## **EXECUTIVE SUMMARY**

A resident recently requested that Staff consider installing a northbound stop sign for the bike path on the west side of Catalina Avenue at Garnet Street. There is an existing stop sign for southbound bicyclists at this location. As part of Staff's evaluation, all of the existing bike path traffic controls at this intersection were reviewed, as were the bike path traffic controls at the adjacent intersection of Catalina Avenue and Emerald Street.

The evaluation revealed an inconsistent use of various bike path traffic controls at the two intersections. Some of the traffic controls were obsolete or non-compliant with the current California Manual on Uniform Traffic Control Devices (CA MUTCD). To enhance motorist, bicyclist and pedestrian awareness of the proper use of the bike path, a number of traffic control modifications were identified, such as:

- Replacing non-standard stop signs with CA MUTCD compliant stop signs;
- Installing new bike path stop signs;
- Installing shared use path restriction signs (separate pedestrian and bike use); and,
- Remove obsolete/older signs.

Recommended modifications are indicated in Attachment 1 (Catalina Avenue at Emerald Street) and in Attachment 2 (Catalina Avenue at Garnet Street).

## **BACKGROUND AND ANALYSIS**

Catalina Avenue between Pacific Avenue and Torrance Boulevard contains two types of bicycle facilities. The Class I bike path on the west side of Catalina Avenue runs from Pacific Avenue on the north to Torrance Boulevard on the south. Adjacent to the east of the bike path is sidewalk area for pedestrian use. There are

Class II bike lanes within Catalina Avenue as follows:

- Southbound: Pacific Avenue to Torrance Boulevard; and,
- Northbound: Carnelian Street to Torrance Boulevard.

Along the bike path, Catalina Avenue is signalized at the following intersections, Carnelian Street, Diamond Street, Emerald Street, Garnet Street and Torrance Boulevard. At the intersections of Catalina Avenue at Emerald Street and at Garnet Street, the east legs of both intersections are public streets, while the west legs are driveways that provide access to multi-unit residential developments. The bike path is controlled with stop signs for southbound bikes at Garnet Street and for both directions at Emerald Street. The southbound stop sign at Emerald Street is located approximately 20 feet north of the intersection. Many of the existing bike path traffic controls are inconsistent with the current CA MUTCD.

Field observations revealed frequent use of the bike path by pedestrians. The bike path, as well as the on-street bike lanes, were utilized by numerous bicyclists. Little conflict was observed between vehicles exiting the residential driveways and bicyclists on the bike path, however observations were not conducted during weekend or other potentially high use periods.

A review of the available SWITRS data revealed no reported collisions involving bicycles at either intersection for the previous five-year period through 2019.

The bike path at Emerald Street has stop signs for both directions; however, they are not to the current CA MUTCD standard and should be replaced. Furthermore, the southbound sign is located well in advance of the desired stopping location and should be relocated closer to the intersection for increased effectiveness. Installing shared use path restriction signs for both directions where the bike path and sidewalk areas separate should reduce the occurrence of pedestrians encroaching into the bike path and thus reduce potential conflict. Recommended actions for the bike path intersection at Catalina Avenue and Emerald Street are indicated in Attachment 1.

Installing a new stop sign for northbound bicyclists at Garnet Street would increase awareness of the need to stop before crossing the driveway and should enhance safety. This sign would replace an existing bike route sign which is unnecessary (under current standards?). As with the previous intersection, installing shared use path restriction signs for both directions would be beneficial. Recommended actions for the bike path intersection at Catalina Avenue and Garnet Street are indicated in Attachment 2.

### **FISCAL IMPACT**

The cost to modify the traffic controls would be approximately \$2,000 for signage installation, removal and relocation. Funding for the items is available through the Public Works Operational Budget.

### **APPROVED BY:**

*Ted Semaan, Public Works Director*

### **ATTACHMENTS**

Attachment 1 - Emerald Street Bike Path Traffic Control Recommendations

Attachment 2 - Garnet Street Bike Path Traffic Control Recommendations