

Agenda Report

To: CITY COUNCIL **Date: June 8, 1998**
From: Acting City Manager
Subject: Traffic Issues on South Los Robles Avenue

RECOMMENDATION:

It is recommended that the City Council:

1. Certify the Engineering and Traffic Survey for Los Robles Avenue south of Del Mar Boulevard recommending a 5 mile per hour reduction in the posted speed limit from 35 miles per hour to 30 miles per hour and direct the City Attorney to prepare an amendment to Chapter 10.48 of the Municipal Code to reflect this change.
2. Support the postponement of the installation of the "No Left Turn" restriction at the intersection of Los Robles Avenue and Marengo Avenue, pending intersection monitoring, as part of the proposed all-way stop control installation.
3. Support staff's recommendation that the traffic signal at the intersection of Los Robles Avenue at California Boulevard not be removed.
4. Support staff's recommendation that the traffic signal at the intersection of Los Robles Avenue at Glenarm Street not be removed.

BACKGROUND:

As part of the Southwest Traffic Plan adopted by City Council in October 1996, various traffic control/calming measures have been implemented on South Los Robles Avenue and other streets in the Southwest Traffic Plan area. Additional traffic control measures were implemented as part of the monitoring process at the recommendation of the Southwest Traffic Monitoring Committee.

At the Council meeting of April 27, 1998, several residents of South Los Robles Avenue presented requests to further calm traffic on South Los Robles Avenue (south of Del Mar Boulevard). Council then directed staff to review and respond to four specific requests that were presented at this meeting. The following are the results of this review:

Los Robles Avenue south of Del Mar Boulevard – Reduce the speed limit from 35 miles per hour (mph) to 30 mph.

Currently, Los Robles Avenue from Maple Street to Del Mar Boulevard is posted with a 30 mph speed limit. Los Robles Avenue from Del Mar Boulevard to the south city limit is posted as a 35 mph speed limit zone. The residents requested that the speed limit of 35 mph on the section of Los Robles Avenue south of Del Mar Boulevard be reduced to 30 mph.

Staff has conducted an engineering and traffic survey for the subject section of Los Robles Avenue, which indicates that a five mile per hour reduction in the posted speed limit from 35 mph to 30 mph is appropriate. The proposed speed limit of 30 mph for Los Robles Avenue south of Del Mar Boulevard is consistent with the existing speed limit posting immediately north and south of this section of Los Robles Avenue. This proposed speed limit change will require an amendment to the ordinance establishing speed zones in the City.

Los Robles Avenue at Marengo Avenue – Postpone implementation of the “No Left Turn” restriction currently proposed for northbound traffic as part of the upcoming all-way stop installation at this intersection.

As part of the Southwest Traffic Plan monitoring process, all-way stop controls were recommended for the intersection of Los Robles Avenue and Marengo Avenue. The intersection is a three-leg intersection with Los Robles Avenue continuing south into the City of San Marino and Marengo Avenue terminating at Los Robles Avenue. This intersection is currently controlled by a stop sign on Marengo Avenue only. The south leg of the intersection is under the jurisdiction of San Marino and the San Marino City Council has approved the proposed all-way stop controls for this intersection.

Included in the proposed all-way stop controls is a peak period “No Left Turn” restriction for northbound traffic. This was included in response to concerns from residents on Marengo Avenue that traffic would increase on their street. Subsequently at the April 28, 1998 Council meeting, residents on Los Robles Avenue requested that the installation of the “No Left Turn” restriction be postponed as they were concerned that during the morning and afternoon peak hours, all of northbound traffic would be forced onto Los Robles Avenue.

From an engineering perspective, the all-way stop controls can be safely implemented at this intersection without the “No Left Turn” restriction for northbound traffic as currently proposed. The District 7 Southwest Traffic Monitoring Committee on May 7, 1998 moved to defer the “No Left Turn” installation, pending further traffic monitoring at the intersection. The intersection will be monitored after all-way stop controls are in place. If it is determined that the “No Left Turn” restriction is needed to mitigate any adverse impacts to Marengo Avenue, it will be installed at that time.

Los Robles Avenue at California Boulevard – Remove the traffic signal and install stop signs.

An analysis of the intersection has determined that the removal of the traffic signal at this intersection is not recommended. A traffic signal is typically installed based on warrant analysis

established by the State (Caltrans). Present traffic volumes at this intersection far exceed the minimum volumes required for signalization. Traffic conditions and the safety record indicate that signal control is needed to safely and efficiently move traffic through this intersection. Replacing the traffic signal with stop controls presents traffic safety concerns, will introduce significant delay and congestion and negatively affect the adjacent residences.

Los Robles Avenue and Glenarm Street – Remove the traffic signal and install stop signs.

An analysis of this intersection has also determined that the removal of the traffic signal is not recommended. Current traffic volumes at this intersection also far exceed the minimum volumes required for signal control. An all-way stop operation was tried at this intersection by putting the traffic signal in all-red flash mode. This resulted in safety concerns for both motorists and pedestrians. Pedestrian push buttons were installed to address pedestrian crossing needs and the signal was restored to normal operation. After the signal was restored to normal operation, the signal timing was modified to minimize the green time for Los Robles Avenue. Traffic conditions and the safety record indicate that signal control is needed to safely and efficiently move traffic through this intersection.

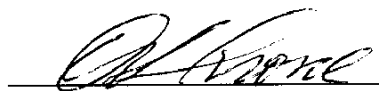
Respectfully submitted,


CYNTHIA J. KURTZ
Acting City Manager

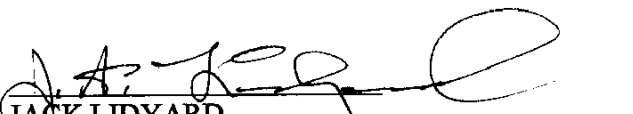
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