

M E M O R A N D U M

To: Howard Tipton, Town Manager
From: Isaac Brownman, Public Works Director
Report date: March 13, 2023
Meeting date: March 20, 2023
Subject: Broadway Street Traffic Calming

Recommended Action

Provide direction to the Town Manager.

Background

Broadway Street is the main road into and out of the Longbeach Village community. The Village is a large residential area within the Town with Broadway Street as the spine, collector roadway. There are two very popular (renovated and expanded) restaurants at the East end and one at the West end. They are Shore, Mar Vista, and Whitney's. Anecdotally and by observation, there are a lot of walkers, bicyclists, and roller-skaters on Village roadways, including Broadway. The Village is also a very social neighborhood within the Town.

Concerns regarding speeds along Broadway Street were raised by Village residents, who subsequently formed the Village Traffic Calming Committee. The Committee met with Town Manager and staff on March 29, 2022. As a result of that meeting, the Town hired Kimley-Horn and Associates, Inc. (KHA) to review the roadway characteristics and develop traffic calming options with rough order of magnitude costs.

The Town Police Department also performed speed studies, which generally showed average speeds are compliant, but outliers do occur. Being that the neighborhood is popular for walking and biking, incidents of speeding become more acute.

Town staff met with the Village Committee again on February 16, 2023. Public Works had initially recommended trying striping and pavement markings, but the Committee was not in favor of this approach citing aesthetics, awkwardness of the striping due to the parking offset, and no physical change to the roadway.

Kimley-Horn and Associates, Inc. produced a technical memorandum with options dated December 2022. Examples include:

- Shared Lane Markings (Sharrows)
- Crosswalks and Speed Humps (these can be independent)
- Raised Median Islands
- Mini-Roundabouts at intersections

Sharrows, crosswalks and other pavement marking are relatively inexpensive compared to other, physical and geometric solutions. However, striping does not provide a physical obstruction to the roadway to slow traffic. It is more of a visual cue to the driver.

Speed humps, bumps and tables can have a variety of designs to slow traffic down to a desired target speed or to a crawl. Speed humps, bumps and tables tend to be controversial, so many jurisdictions tend to have policy around their implementation, including strong neighborhood support and partial or full funding contribution for installation and removal. Residents tend not to want the feature in front of their home due to the noise of vehicles traversing over them and slowing down in front of their respective residence. Also, when placed, drivers try to avoid them by taking other routes, which then perpetuates the request along additional streets. KHA indicated a rough order of magnitude cost of \$2,000 to \$6,000 for each depending on the type and size. There are also temporary versions that can be applied as an interim measure.

Landscape medians and chicanes are features within the linear portion of the roadway to introduce a physical, raised feature in the middle of the roadway or slightly alter the course of a vehicle. Due to the presence of on-street parking, there is only about 20-feet available for the driving width, which is not enough room to add a four-foot to six-foot wide median and still maintain two-way traffic. Therefore, adding landscape medians would have to coincide with removal of parking where placed. Additionally, there are a number of residential driveways along Broadway Street; placing a landscape median will block driveways from certain entry or exit maneuvers and would require the accommodation of U-turns at intersections. KHA indicated a rough order of magnitude cost of \$10,000 to \$30,000 for each depending on the type and size, plus other variables such as plantings.

Mini-roundabouts are designed for smaller intersections with a speed of 30-mph or less. The intent is to fit within the available right-of-way but be properly designed to slow traffic down and also accommodate truck movements (not block truck nor emergency access into neighborhoods). Mini-roundabouts would need to be engineered to function properly. If too small or vehicles not properly diverted, speeds are not reduced and swerving gets introduced into the roadway. If a central feature is added to a small intersection, trucks may not be able to traverse into the neighborhoods or even past the roundabout. The mini-roundabout (mini-circles) are the Village committee's preferred solution. KHA indicated a rough order of magnitude cost of \$25,000 to \$45,000 for each depending on the type and other variables.

There have been discussions about an interim "pilot" solution of adding one or more stop signs onto Broadway Street creating one or more multi-way stops. The Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) provides standards and guidance for the application of stop signs throughout the United States. A stop sign is a regulatory sign, and the MUTCD suggests that stop signs should not be used for speed control due to unintended consequences that can occur when not warranted by volume, crash or sight distance purposes. MUTCD provides guidance that an engineering study should be conducted to confirm volume and other criteria. KHA confirmed the MUTCD

guidance and recommendations, but also noted that other communities have implemented for speed control.

In addition, Town Code requires all stop sign locations within the Town be approved by the Town Commission and adopted within Town Code. Chapter 75 of the Code provides a complete list of all stop signs within the Town. Should the Town Commission be interested in implementing a stop sign, Public Works would suggest only at one intersection and that it be LED lit or otherwise have attention drawn to it. Solar LED stop signs are about \$2,000 each.

It is noted that there are a number of bicycles and pedestrians that traverse Broadway Street with commercial uses at both ends.

Summary

In summary, Broadway Street is unique in the Town with its mixed residential throughout and commercial nature on both ends. Longbeach Village, including Broadway, is popular for walking, biking and socializing. The Town Police Department does not have capacity for 24/7 Village speed patrols to temper outliers.

While Public Works was interested in trying road striping, it is acknowledged that it brings no physical, geometric change to the roadway, and the Village committee is not in favor of it.

Speed humps and tables tend to require strong community support, location agreement, and potential financial contribution. Also, there is the potential for traffic to take new routes to avoid them. Speed tables can be designed to slow traffic to around 20-mph or less. Some devices can be temporary in nature, similar to St. Armand's Circle style.

While well-placed landscape medians would improve the roadway aesthetic and help slow traffic down, their placement would cause access issues and would require U-turn accommodations. Also, would require removing parking where placed (not enough width).

Mini-roundabouts may be best physical traffic calming solution, but must be properly designed to work and is more costly than other solutions. To accomplish the goal, they should be applied at two or three intersections. Mini-roundabouts will take time to design and construct.

Policy direction and decisions on funding levels to be budgeted would be required depending on what solution(s) is desired by the Town Commission to be pursued.

An interim "pilot" can consist of: temporary speed hump devices (example, St. Armand's Circle) and/or temporary stop sign, though, be mindful of potential unintended consequences. A stop sign(s) would require an amendment to Town Code.

Staff Recommendation

Provide direction to the Town Manager.

Attachment

PowerPoint Presentation (Available in the Town Clerk's Office)

End of Agenda Item