



CITY OF COMMERCE AGENDA REPORT

TO: Honorable City Council **Item No.** _____

FROM: City Administrator

SUBJECT: Rosewood Park School – Traffic Calming Implementation Plan

MEETING DATE: October 18, 2016

RECOMMENDATIONS:

Approve the Rosewood Park School Traffic Calming Implementation Plan enacting mitigation efforts to improve safety and reduce traffic congestion during the pick-ups and drop-offs of school children and to improve overall traffic flow.

BACKGROUND:

Over the past year, Staff has received communication from residents, school officials, elected officials, Los Angeles County Sheriff's deputies, as well as Community Services safety staff, regarding operational and congestion issues at Rosewood Park School, located at 2353 South Commerce Way in the City of Commerce. The issues include concerns of traffic and pedestrian congestion along Commerce Way between Bartmus Street and Harbor Street, and also along Harbor Street between Entrada Street and Commerce Way during the peak hours of 7:15 A.M. to 8:00 A.M. for morning student drop-offs and during 1:00 P.M. to 3:00 P.M. for afternoon student pick-ups.

Entering from Bartmus Street, small school buses transporting special needs students, and large school buses transporting the remaining students, line up on Commerce Way at the side entrance of Rosewood Park School. In addition, parents in their vehicles contribute to the heightened congestion along both Commerce Way and Harbor Street as they drop-off and pick-up their children for school.

The pick-ups during the afternoons are not as acute due to the inherent "time staggering" of the student pick-ups by parents. Different groups of students are picked-up throughout the later hours of the afternoon due to their various "after school" activities; and therefore, the traffic congestion during the afternoon pick-ups are not as severe, as compared to the morning drop-offs.

The drop-offs in the mornings however, have created vehicular and pedestrian congestion and confusion in which safety has been brought up as a potential issue. The combination of private vehicles (i.e., parents dropping off and picking-up their children), school buses, and pedestrians have made the congestion particularly acute and representatives from Rosewood Park School have stated that they would like to work with the City of Commerce to provide traffic-related solutions.

This issue was first presented to the City Council during its regularly scheduled meeting on April 5, 2016. Approval of the resolution to enact the traffic calming implementation plan was postponed by the City Council pending further review from council members. Upon completion of the review by the council members, this item is being presented again for approval.

ANALYSIS:

The following recommendations were presented to the Traffic Commission at its meeting on March 9, 2016, and the Commission recommended approval of all recommendations. These recommendations were also discussed with the Sheriff Department, Public Safety staff, and administrators from Rosewood Park School, whereby all comments were incorporated into the following recommendations.

Staff proposes the following actions that we expect will improve the traffic and pedestrian situation at Rosewood Park School. The central issue is that of volume. The high number of vehicles and buses, along with pedestrians comingling at the same time is predominant source of the problem. The numbers or letters that precede each recommendation refers to the accompanying exhibits that are attached to this observational report.

- ***Immediate Actions ~***

- A. Time stagger the arrivals and drop-offs of students during the morning hours by opening the school earlier:

Open the school at 7:00 A.M., rather than the usual opening time of 7:15 A.M. in order to allow staggered arrivals of students. This action makes possible the dispersal of the traffic volume in the mornings by enabling parents to drop-off their school children to a full half-hour, instead of the current fifteen minutes, thereby spreading the traffic volume. School administrators at Rosewood Park School instituted this plan in late October 2015, and positive results have been experienced in terms of reduced traffic congestion.

No exhibit for this action. Therefore, there is no “*Exhibit A.*”

- B. Utilize City Hall parking facility on Commerce Way and direct student pedestrian traffic onto the existing Rosewood Park walkway:

There is an existing walkway connecting Rosewood Park School and the City Hall parking facility. Parents may enter this City Hall parking facility and drop off their children to walk the distance to the school. Many of the parents can actually park in the facility and personally walk their children to the school, if they choose to do so. City Hall opens at 8:00 A.M., and the school drop-off time frame is from 7:00 A.M. to 7:30 A.M., allowing city employees to park there after 7:30 A.M. when all the parents leave. Per Staff’s recommendation, school administrators instituted this plan in early November 2015, and positive results have been experienced in terms of reduced traffic congestion.

Please see “*Exhibit B.*”

- **Short-Term Actions ~**

1. Create School Bus Loading and Unloading Zone (curb painting and signage) along Commerce Way:

Designate the area adjacent to Rosewood Park School, along Commerce Way, as a loading and unloading zone for school buses. Existing red curb markings will be sandblasted in the future to reveal natural concrete. In the future, these curb areas, especially for the bus zones, will be painted the appropriate color upon the review and revision of the City's Municipal Code relating to parking and traffic, which will be undertaken by the City Attorney's office, in conjunction with Staff.

The safety of the existing crosswalk will be enhanced by installing yield lines and signage to now require drivers to stop or yield at the line, thereby giving crossing pedestrians a safe "buffer" to cross, rather than having the vehicles stop up against the crosswalk. Please see the appendix at the end of this report for the *California Manual on Uniform Traffic Control Devices* (CA MUTCD) [Figures 3B-16 & 3B-17] for the details of this crosswalk. Please see *Appendix "a."*

Also, white edge lines will be installed to perform two primary functions: (1) Provide a traffic calming measure in which drivers will perceive a narrowed roadway, and thereby, will drive through slowly; and (2) provide an enclosed "zone" for the school buses to enter and safely load and unload students. Please see the appendix for an example of this edgeline treatment currently implemented at the 135th Street Elementary School in the city of Gardena, California. Please see *Appendix "b."*

In addition, new signage relating to school bus drop-offs and pick-ups, and their appropriate times, will be installed that reflects the school bus loading and unloading zone.

Per §10.48.020(3) of the Commerce Municipal Code, the city administrator is authorized to establish curb markings for the purpose of loading and unloading passengers.

Please see *"Exhibits 1A and 1B."*

2. Create Passenger Loading and Unloading Zone (curb painting and signage) along Harbor Street:

Designate the area adjacent to Rosewood Park School, along Harbor Street, as a passenger loading and unloading zone for passenger vehicles. This will allow parents wishing to drop-off or pick-up their schoolchildren to do so without interfering with the bus traffic on Commerce Way.

For the southerly curb of Harbor Street, between Entrada Street and the driveway to the Brenda Villa Aquatic Center (next to the illuminated crosswalk), a continuous red curb will be installed, along with "No Stopping Anytime" signs. Currently, when vehicles park along this curb, it creates increased confusion and chaos during the morning and afternoon drop-offs and pick-ups of schoolchildren. By prohibiting parking and stopping along this stretch of curb, this confusion is expected to be significantly reduced or eliminated. In addition, white edge lines will be placed to act as a traffic calming measure. Please see *"Exhibits 2A and 2B."*

For the northerly curb of Harbor Street, between Entrada Street and the illuminated crosswalk, this area will be designated as a passenger loading and unloading zone. New signage relating to passenger drop-offs and pick-ups, and their appropriate times, will be installed that reflects the passenger loading and unloading zone. White edge lines will be installed, so as to create an enclosed “zone” for the passenger vehicles to enter and safely load and unload students. Please see *“Exhibits 2A and 2B.”*

As is the case on Commerce Way, the safety of the existing crosswalk (near the Aquatic Center) will be enhanced by installing yield lines and signage to now require drivers to stop or yield at the line, thereby giving crossing pedestrians a safe “buffer” to cross, rather than having the vehicles stop up against the crosswalk. Please see *“Exhibit 2C.”*

For the remaining portion of Harbor Street, appropriate new signage relating to passenger drop-offs and pick-ups, and their appropriate times, will be installed that reflects the passenger loading and unloading zone. Also, white edgelines will be installed to perform traffic calming and to provide an enclosed “zone” for the passenger vehicles to enter and safely load and unload students. Existing white curb markings will be sandblasted to reveal natural concrete. In the future, these curb areas, especially for the passenger vehicle loading and unloading zones, will be painted the appropriate color upon the review and revision of the City’s Municipal Code relating to parking and traffic. Lastly, certain red curbs will be refreshed in order to maintain sight visibility for the ingress and egress of vehicles at certain driveways. Please see *“Exhibits 2D through 2I.”*

Per §10.48.020(3) of the Commerce Municipal Code, the city administrator is authorized to establish white or yellow curb markings for the purpose of loading and unloading passengers.

- **Long-Term Action ~**

- α. Create new “drop-off” location at the northeast side of Rosewood Park, along Commerce Way:

In the vicinity of the southwest corner of Commerce Way and Harbor Street, a new “drop-off” location can be constructed (expanded concrete area) for parents in their cars to drop-off their school children.

This will provide a new landing area in which children can be dropped-off without also affecting the other drop-off areas around the school. It also relieves traffic congestion in the vicinity of the school, especially on Harbor St. The location is near to the crosswalk for easy access to school entrance.

Please see “Exhibit α.”

ALTERNATIVES:

1. Approve Staff recommendations
2. Reject Staff recommendations
3. Provide Staff with further direction

FISCAL IMPACT:

Costs consist of installing signs, sandblasting removal of existing curb markings, painting or refreshing red curbs, placing white edge line markings, and Los Angeles County staff time to place markings and install signs. Preliminary estimate is \$20,000. A funding request will be made at the next scheduled Measure AA meeting.

RELATIONSHIP TO STRATEGIC GOALS:

The issue before the Council is applicable to the following Council's strategic goal: *"Improve and maintain infrastructure and beautify our community"* as identified in the 2012 Strategic Plan.

Recommended by: Maryam Babaki, P.E., Director of Public Works & Development Services

Reviewed by: Vilko Domic, Finance Director

Approved as to form: Eduardo Olivo, City Attorney

Respectfully submitted: Jorge Rifá, City Administrator

ATTACHMENTS:

1. Exhibit "B" – Utilization of City Hall Parking Facility and Rosewood Park Walkway
2. Exhibit "1A" – Commerce Way Pavement Markings, Curb Markings & Sign Placement (North End)
3. Exhibit "1B" – Commerce Way Pavement Markings, Curb Markings & Sign Placement (South End)
4. Exhibit "2A" – Harbor Street Pavement Markings, Curb Markings & Sign Placement (West End)
5. Exhibit "2B" – Harbor Street Pavement Markings, Curb Markings & Sign Placement (Aerial)
6. Exhibit "2C" – Harbor Street Pavement Markings, Curb Markings & Sign Placement (Crosswalk)
7. Exhibit "2D" – Harbor Street Pavement Markings, Curb Markings & Sign Placement (East of Crosswalk)
8. Exhibit "2E" – Harbor Street Pavement Markings, Curb Markings & Sign Placement (West of Bus Stop)
9. Exhibit "2F" – Harbor Street Pavement Markings, Curb Markings & Sign Placement (At Intersection)
10. Exhibit "2G" – Harbor Street Pavement Markings, Curb Markings & Sign Placement (Along Rosewood Park)
11. Exhibit "2H" – Harbor Street Pavement Markings, Curb Markings & Sign Placement (Easterly along Rosewood Park)
12. Exhibit "2I" – Harbor Street Pavement Markings, Curb Markings & Sign Placement (At Bus Stop)
13. Exhibit "α" – Create New "Drop-Off" Location at Northeast Side of Rosewood Park
14. Appendices –
 - a. California MUTCD [Figures 3B-16 & 3B-17] ~ Crosswalk Layout
 - b. Example of Edgeline Treatment (135th Street Elementary School in Gardena, CA.)