



## CITY OF COMMERCE AGENDA REPORT

Item No. \_\_

**TO:** Honorable City Council

**FROM:** City Manager

**SUBJECT:** Adoption of Resolution approving the proposed updated Speed Hump Policy and Traffic Calming Measures on Triggs St. between Marianna Ave. and East of McDonnell Ave.

**MEETING DATE:** February 4, 2020

---

### **RECOMMENDATION:**

It is recommended for City Council to approve the following items:

- 1) Direct staff to update the Existing City of Commerce Speed Hump Policy to better reflect the current traffic conditions in Commerce and provide a broader definition of the type of streets that can be considered for speed humps; and,
- 2) Direct staff to cause the installation of speed limit signs and speed cushions on Triggs Street between Marianna Avenue and Eastern Avenue with pavement legends and signage; and,
- 3) Direct staff to cause the installation of solar speed limit feedback signs, repaint yellow center dashed line Triggs Street between Eastern Avenue and East of McDonnell Avenue and install speed cushions on Triggs Street between Duncan Avenue and McDonnell Avenue with pavement legends and signage.

### **BACKGROUND:**

These items were presented at the January 8, 2020 Traffic Commission Meeting. The Traffic Commission made a motion to approve recommended measures based on final City Council review and final approval. Please refer to the attached Traffic Commission Report presented to the Traffic Commission on January 8, 2020 with a detailed traffic study analysis along the segments.

The City received inquiries about speeding concerns along Triggs Street between Marianna Avenue and east of McDonnell. At Public Works direction, staff has completed

a review of the residential section of Triggs Street between Marianna Avenue and East of McDonnell Avenue to determine if it would be a candidate for the installation of traffic calming measures including speed humps.

## ANALYSIS:

A traffic study was conducted for the above identified streets, which included a field and technical review of existing conditions, which included accident history, average daily traffic (ADT) counts, and speed radar survey analysis.

Existing conditions of the study streets are shown on the map below.



To address speeding concerns various Traffic Calming measures were reviewed. Traffic calming is the process of reducing vehicle speeds through the use of both passive devices, such as signs and striping, and physical devices such as changes in road elevation or path. The type, design and placement of traffic calming devices depend upon the road classification, desired traffic speed and types of traffic issues along the corridor. Implementation of a series of traffic calming devices that work together have been shown to effectively slow down traffic speeds along the length of a corridor. Implementation of a series of traffic calming devices that work together will effectively slow down traffic speeds along the length of the corridor. There are various traffic calming measures that can reduce the flow and speed of traffic on a street.

Based on the analysis conducted below is a detailed analysis of the recommendations listed above in the RECOMMENDATION section at the beginning of this staff report. These traffic calming measures will aid in the reduction of both speed and traffic.

**Recommendation 1: Update Existing City of Commerce Speed Hump Policy to better reflect the current traffic conditions in Commerce and provide a broader definition of the type of streets that can be considered for speed humps.**

To meet the needs and traffic conditions that city streets are experiencing, a review and update to the Speed Hump Policy is recommended. By updating the City's Speed Hump Policy, the guidelines would better reflect the current traffic conditions in Commerce and provide a broader definition of the type of streets that can be considered for speed

cushions. The recommended modifications would provide a broader definition of the type of streets that can be considered for speed humps. The policy will also be more in line with the City of Los Angeles Speed Hump Guidelines.

The below modifications are the recommended updates to be included in the Speed Hump Policy:

- 1) Speed humps could be installed on designated Residential, Local or Collector Streets.
- 2) Speed humps could be installed on streets with Average Daily Traffic of 1,000 to 4,000 vehicles per day and with additional assessment of potential impacts on streets with 4,000 to 10,000 average daily vehicle trips.
- 3) Speed humps could be installed on streets with posted speed limits no greater than thirty (30) miles per hour.
- 4) Installation of speed humps should be based on the general guidelines in the Commerce Speed Hump Policy as well as Engineering Judgment.

### **Recommendation 2: Install speed limit signs and speed cushions on Triggs Street between Marianna Avenue and Eastern Avenue.**

Below is a list of the recommendations and specific location of where the signage and speed cushions should be installed per Recommendation 2:

1. Install 25 mph signs with pavement legends west of Eastern Avenue for WB traffic and east of Marianna Avenue for EB traffic.
2. Repaint center yellow stripe along Triggs Street between Marianna Avenue and Eastern Avenue.
3. With City, resident, transit and emergency approvals install 2 sets of speed cushions on Triggs Street between Marianna Avenue and Eastern Avenue with “hump” Warning signs and “hump” pavement legends on both approaches of the speed cushions.

### **Proposed Conceptual Diagram for Recommendation 2:**

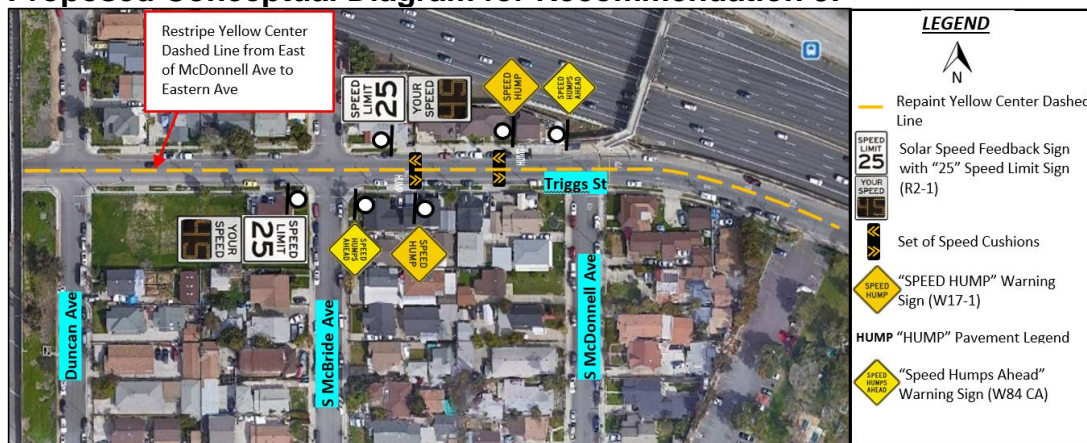


**Recommendation 3: Install solar speed limit feedback signs, repaint yellow center dashed line, and install speed cushions on Triggs Street between Eastern Avenue and East of McDonnell Avenue.**

Below is a list of the recommendations and specific location of where the signage and speed cushions should be installed per Recommendation 3:

1. Install solar radar speed feedback sign with 25 mph sign above.
  - Midblock between Duncan Avenue and McBride Avenue facing eastbound traffic.
  - Midblock between McBride Avenue and McDonnell Avenue facing westbound traffic.
2. Repaint center yellow stripe Eastern Avenue to east of McDonnell Avenue.
3. With resident, transit and emergency approvals install 2 sets of speed cushions on Triggs Street between Duncan Avenue and McDonnell Avenue with “hump” Warning signs and “hump” pavement legends on both approaches of the speed cushions.

**Proposed Conceptual Diagram for Recommendation 3:**



**ALTERNATIVES:**

1. Approve staff recommendation
2. Reject staff recommendation
3. Provide staff with further direction

**FISCAL IMPACT:**

With City Council's concurrence, staff can add the proposed improvements to current Street Rehab Project as additional work. The estimated cost of the improvement is \$60,000. Once the final amount is determined, staff can process it as a change order and request additional funding if needed and as necessary at the end of the project based on the final total project costs and availability of any remaining funds from the currently approved budget.

## **RELATIONSHIP TO STRATEGIC GOALS:**

The issue before the Council is consistent with the Community Quality of Life Guiding Principle 4 to “support and evaluate community services, programs and events that promote healthy and quality lifestyles for our residents. Enhance public safety and social services through innovative programs that meet the needs of the residential and business communities.”

Prepared by:	Daniel Hernandez, Director of Public Works
Reviewed by:	Vilko Domic, Assistant City Manager
Approved as to form:	Noel Tapia, City Attorney
Respectfully submitted:	Edgar P. Cisneros, City Manager

## **ATTACHMENT:**

1. Resolution
2. Updated Speed Hump Policy
3. Traffic Commission Staff Report