

City Council Hybrid Meeting (Closed Session at 5:00 p.m. and Open Session at 6:00 p.m.)

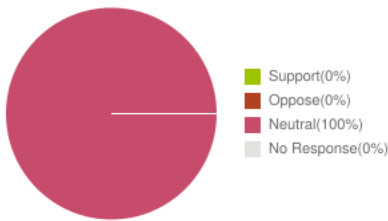
01-23-24 17:00

Agenda Name	Comments	Support	Oppose	Neutral
k) REPORT 24-0022 PROSPECT AVENUE SPEED REDUCTION TRAFFIC STRIPING IMPROVEMENTS (Public Works Director Joe SanClemente)	2	0	0	2

Sentiments for All Agenda Items

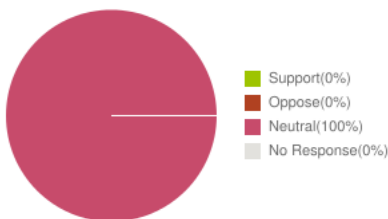
The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



Agenda Item: eComments for k) REPORT 24-0022 PROSPECT AVENUE SPEED REDUCTION TRAFFIC STRIPING IMPROVEMENTS (Public Works Director Joe SanClemente)

Overall Sentiment



Laura Pena

Location:

Submitted At: 2:52pm 01-23-24

I appreciate our city's efforts in creating speed reduction measures through traffic striping on Prospect Avenue. As identified in Plan Hermosa, a multi-use path or buffered bicycle lane that would serve as a "key north-south link in the city's bicycle network and would require an alteration in the roadway cross-section as part of a larger project and are not feasible" at this current time. How is creating bike sharrows and associated signage consistent with improving safety for our riders and drivers along Prospect Ave? What are the pros and cons of such an endeavor?

According to the Journal of Transport and Health, a study found that sharrows provide no significant safety benefit for cyclists. This is because they do not provide physical separation between cyclists and vehicles, leaving cyclists vulnerable to accidents and injuries. Furthermore, they found that sharrows can lead to a false sense of security for both riders and drivers. Cyclists may end up riding closer to cars because of their attempt to move out

of the way of cars trying to pass them. In doing so, they would increase the risks of being hit by car doors. If we are going to update this project to include sharrow striping due to possible cost savings, I recommend we do further study to determine whether adding sharrow striping would create the unintended consequences of injuring cyclists on this single lane avenue.

Thank you for your consideration.

Laura Pena

David Grethen

Location: 90254, Hermosa Beach

Submitted At: 9:44pm 01-22-24

I assume we will retain the existing CENTER line configuration consisting of double yellow lines with yellow reflectors/dots. This should help maintain separation between vehicles traveling in opposite directions, given the potential tendency for the added EDGE line striping to guide traffic towards the center of the road. In conjunction with this, let's be sure we believe the proposed 10-foot lane width is adequate as well.

As a secondary matter, I noticed that the proposed 6-inch edge line striping width is more than the 4-inch lines employed on the roads that were evaluated in the Roadway Striping Traffic Calming study attached to the Staff report. I mention this in case it would be substantially easier to remove or cover up narrower striping if we need to later adjust any lane widths or accommodate additional roadway configuration changes such as those identified in PLAN Hermosa per the Staff report.

David Grethen - Public Works Commission