



P V D R . W C O R R I D O R E X P A N S I O N P R O J E C T

F r e q u e n t l y A s k e d Q u e s t i o n s

Updated July 28, 2022

The City of Palos Verdes Estates has received several questions about the City Council's selection of a roundabout as the preferred alternative to address congestion in the Palos Verdes Drive West / Via Corta corridor. The project is currently in the design phase and is scheduled to commence environmental review once design is 35% complete.

The following list of Frequently Asked Questions and answers is a living document intended to provide information related to this proposed project and will continue to be updated. Questions are organized by topic/theme.

Traffic Modeling/ Planning

1. Why was a roundabout selected as a preferred alternative to address traffic congestion?

A roundabout was selected as the preferred alternative for its ability to improve traffic flow and higher safety ratings.

A two-lane roundabout provides greater ability to handle higher traffic volume efficiently over a traffic signal, single lane roundabout, and the existing intersection. It also provides an additional lane for emergency access through the intersection.

The Federal Highways Administration (FHWA) has conducted studies and found that roundabouts have far less severe accidents than stop signs or traffic signalized intersections. This is due in large part because the center median island eliminates the right angle or "T-Bone" type of collisions that can occur with signalized or stop controlled intersections. Because of the slower approach speeds of vehicles entering a roundabout there are also safety benefits for pedestrians and bicyclists.

2. Why a two-lane roundabout instead of a one-lane roundabout?

A one-lane roundabout would not alleviate traffic congestion sufficiently based on traffic volumes; queuing and delays will be only modestly better than today and worse than with a traffic signal.

3. What will be the speed limit?

The speed limit would not change and remain at 25 mph.

4. Why is contracting for traffic control officers not considered a viable long-term solution?

The City currently spends approximately \$30,000 annually on contracted traffic control, and the Council has appropriated \$50,000 for fiscal year 2022-23. Morning traffic control is performed by Police Service Aides with other days and times covered by contract services. Traffic at the Via Corta intersection continues to grow, and the hours when traffic is backed up is expanding and difficult to predict. Providing the same level of congestion relief would require an increase in the traffic control contract.

5. Will the roundabout make the City of Palos Verdes Estates a major transit hub and result in the construction of high density buildings on residential lots?

No. This project will not reclassify Palos Verdes Estates into a transit-rich area, nor will it result in an influx of Metro buses. Bus service will be the same as it is currently. SB 10 authorizes but does not require cities to allow streamlined upzoning in either a transit-rich area or an urban infill site. "Transit-rich area" means a parcel within one-half mile of a major transit stop, as defined in Section 21064.3 of the Public Resources Code, or a parcel on a high-quality bus corridor. "Major transit stop" means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

6. Did the Michael Baker International (MBI) traffic simulation simulate stopped traffic for situations when pedestrians/cyclist are crossing within the intersection, and if not, how does this impact traffic flow?

Yes. MBI's simulation included pedestrians and bicyclists crossing the intersection, which briefly stops vehicles accessing or departing the intersection.

7. How are Gap Control (spacing) issues at Via Corta and for people living on Palos Verdes Drive West going to be resolved during rush hour traffic with a roundabout?

MBI's traffic simulation showed the roundabout would result in smaller but still acceptable gaps in traffic to exit driveways.

Public Safety (Traffic, Pedestrian and Cycling)

1. How is the project designed to keep pedestrians safe?

The project is currently in the design phase. The roundabout design would result in a shift of the crosswalk locations compared to what currently exists with the 5-way stop, and this would create more direct, straight paths for the pedestrians compared to the angled, existing crosswalks. The more direct, straight paths of the crosswalks shorten the distance that pedestrians have to cross on Via Corta, which decreases the time that pedestrians are in the roadway. The roundabout design would also include 6 feet wide landing spots in the roadway median for each of the four crosswalks at the intersection. This provides a refuge for pedestrians to safely wait for vehicles to stop after crossing half of the roadway and increases the visibility of the pedestrians to vehicles exiting the roundabout. The roundabout design would include lighting at the crosswalks to improve visibility.

2. Can the eastern crosswalk be farther east from the roundabout to make crossing safer?

MBI and FHWA guidelines recommend leaving the crosswalk at the proposed 20 feet from the roundabout rather than shifting it further east because drivers will be paying more attention when proximate to the roundabout and will be driving slower speeds than they would as they accelerate out of the roundabout along the straighter road. Additionally, the 20 feet spacing keeps the pedestrians in the "sight triangle" improving visibility and safety. Lastly, every crosswalk provides a 6 feet wide "refuge" or landing spot halfway through the crossing to increase safety. Shifting the eastern crosswalk easterly will eliminate the ability of creating a 6 feet wide landing spot unless we expand the road into the Malaga Cove Plaza green space which may require more trees to be removed.

3. Do we need the western crosswalk at the Palos Verdes Drive West / Via Corta intersection?

Residents have asked whether we can remove the western crosswalk to reduce the number of crossings and improve safety. This is an option that will require additional design feedback. MBI recommends retaining the crosswalk in the design as it would serve as a visual queue / signal to eastbound drivers about to enter the roundabout that there may be pedestrians in the area.

4. How will crosswalks be lit to keep pedestrians safe?

Lighting recommendations for crosswalks and the roundabout is currently under design and is expected to be ready for review in late 2022.

5. Will a roundabout reduce emergency response times?

No. The roundabout design is not expected to affect emergency response times. To help increase visibility for fire crews leaving the station on a call, a fire station flashing warning beacon will be placed across from the fire house on the edge of Memorial Park to warn drivers and pedestrians.

Project Cost and Funding

1. What conditions are attached to this project if the City receives funding from Metro?

The City will be required to enter into a funding agreement with Metro that requires milestones to be completed within certain reasonable timeframes.

2. How much will a two-lane roundabout cost?

The current projection based on a preliminary design is \$4,840,000. This includes a 20% contingency. Costs will be further refined once the design is finalized.

For comparison, costs for a traffic signal would be approximately \$750,000 to \$1 million less.

3. What costs will the City/residents bear?

The City has requested Measure M funding from Metro to cover the \$4,840,000 construction and project management costs. A response is expected in September 2022. Measure M is a 2016 half-cent sales tax measure approved by voters to fund projects to ease traffic congestion. City-borne expenses for this

project are budgeted at \$200,000. While the City's consultant MBI, based on past experience, expects Metro to cover any change orders or additional costs that are related to this specific traffic-related project, it will be necessary to secure formal approval from Metro for reimbursement of any additional costs.

Trees

1. How many trees will be removed?

The current design includes for the removal of the 3 Ficus trees along Via Corta, 10 California Pepper trees, and 3 Benjamin Figs. Additional tree removal may be needed depending on where new parking spaces are located. No mature Eucalyptus trees will be removed, nor will any of the trees in the green space around the Christmas tree.

To protect remaining trees during the construction phase, an arborist will be on site to provide recommendations and protect the trees and roots.

To offset the removal of the trees noted above, the current design includes 22-23 new trees that will be planted to replace those removed, resulting in 6-7 additional trees in the area post project.

Parking

1. How will parking loss be mitigated?

Options for replacing lost parking are under review. The City is planning to conduct Open Houses in late August to receive public feedback on parking mitigation options that have been presented and further acquaint residents with the project.

Impact to Local Residents/ Construction Disruption

1. How long will construction take?

Once initiated, construction is expected to take 12-14 months.

2. How will traffic be managed during construction?

As part of the construction contract, the contractor will be required to supply a traffic control plan for the City's review that will maintain emergency access at all times and minimize impacts to regular traffic as much as possible. Access to homes and businesses will be maintained throughout construction;

however, there will be minor delays during certain phases of the project.

Additional Information

1. Where can I locate more information/resources about this project?

The City has built a project webpage with information and resources on the City's website (www.pvestates.org).

Resources include:

Date	Information
December 10, 2019	Feasibility Study Presentation
January 26, 2021	Project Update
March 23, 2021	Phasing Options
October 12, 2021	Approval of Funding Agreement with Los Angeles County Metro
February 16, 2022	Joint meeting of the City Council and Traffic Safety Committee
March 16, 2022	Joint meeting of the City Council and Traffic Safety Committee
June 2, 2022	35% Design Update