FEHR PEERS

MEMORANDUM

Date: April 1st, 2022

To: Jami Williams, RRM Design Group

From: Michael Kennedy, Alex Melaragno, and Eleanor Hunts

Subject: ***El Segundo Downtown Specific Plan Update – Existing Conditions, Opportunities, and Constraints***

Ref: LB21-0042

The purpose of this memorandum is to document existing mobility conditions in the study area, and to develop initial mobility opportunities and constraints within the El Segundo Downtown Specific Plan (DSP) area (study area). Opportunities and constraints for the roadway network, parking, bicycle and pedestrian circulation, and transit circulation are presented in order to gather feedback from City of El Segundo staff on mobility strategies to explore in more detail for potential incorporation into the DSP Update. Existing roadway, bicycle, pedestrian, transit, and parking characteristics are shown in Attachment A, and opportunities are shown in Attachment B.

ROADWAY CIRCULATION

Major streets in the study area include Main Street in the north-south direction, and Grand Avenue and El Segundo Boulevard in the east-west direction. Imperial Highway, about ½-mile north of the study area, provides regional access to and from Interstate 105 (I-105). The Pacific Coast Highway (CA-1) lies about 1.1 miles east of the study area. The characteristics of select roadways serving the study area are listed below.

Existing Conditions

- Main Street is the primary north-south corridor in the study area. Main Street is a four-lane collector north of Grand Avenue and a four-lane secondary arterial south of Grand Avenue, as designated in the El Segundo General Plan Circulation Element. Within the study area, Main Street provides parallel on-street parking and is a designated bike route. The speed limit on Main Street is 25 miles per hour (mph). South of Grand Avenue, Main Street is a truck route, as defined in the General Plan Circulation Element, which is noted by signage.
    - The typical roadway cross-section of Main Street in the study area is 56 feet (curb to curb), with two 8-ft parking lanes and four 10-ft travel lanes. Figure 1 presents a conceptual image of the existing cross section.

- Some stop-controlled intersections on Main Street are enhanced with light-emitting diode (LED) flashing stop signs, such as the intersection with Franklin Avenue. In one location, the southbound approach to Franklin Avenue, the LED stop sign is obstructed by a parklet. While a temporary, visible stop sign is located adjacent to the parklet, the intersection approach no longer benefits from the LED upgrade.

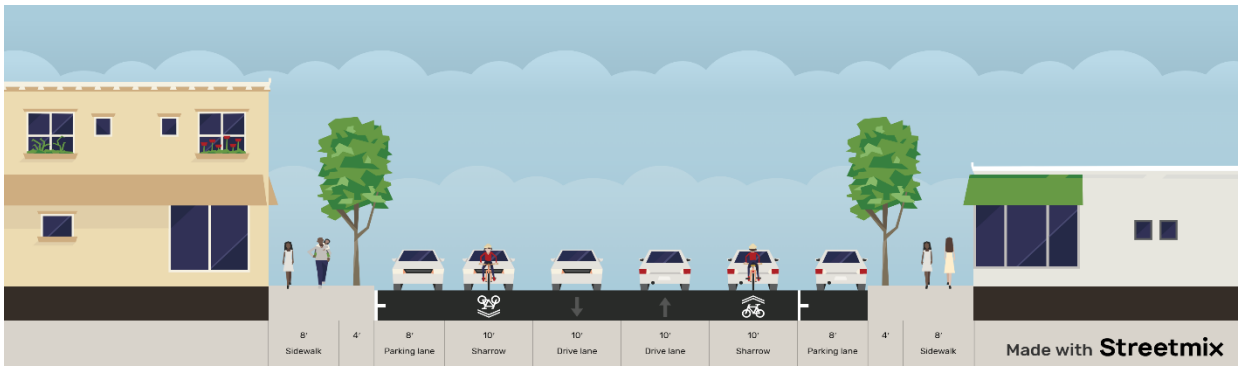


Figure 1 - Main Street Existing Typical Section

- Grand Avenue is a four-lane east-west secondary arterial in the study area, with a raised center median. Grand Avenue provides parallel parking for the entire extent of the study area, which includes median parking between Main Street and Concord Street. Grand Avenue is a dedicated bicycle route and truck route, and the speed limit is 25 mph.
    - The roadway cross section of Grand Avenue between Main Street and Concord Street is 80 feet, with four 8-ft parking lanes (including two along the median), four 11-ft travel lanes, and a 4-ft median. The cross section east of Main Street is similar but features a wider median that tapers off toward Eucalyptus Street.
- El Segundo Boulevard is a four-lane east-west secondary arterial that serves as the southern boundary of the study area. The speed limit on El Segundo Boulevard is 35 mph.
- There are two signalized intersections in the study area, at Main Street and Mariposa Avenue and at Main Street and Grand Avenue. The remaining intersections include one of the following control types:
    - All-way stop control, in which vehicles on all approaches must stop
    - Side-street stop control, in which vehicles on side-street approaches must stop, while vehicles on major road approaches do not.
    - Uncontrolled, in which all vehicle approaches do not have a stop control. Only intersections with alleys utilize this intersection control type in the study area.

- The study area includes an extensive alleyway network, which provides access to off-street parking and truck circulation. Most intersections between alleyways and roadways are side-street stop-controlled, though many lack advance stop bars on the alley approach, which can cause conflicts with cross-traffic pedestrians, bicyclists, or vehicles. Some alleyway approaches lack a stop sign, resulting in an uncontrolled intersection.
    - The intersection of Grand Avenue and the Marketplace Alley is notable in that it contains elements of both a side-street stop-controlled intersection and an uncontrolled intersection. The southbound approach on the Marketplace Alley is stop controlled, while the northbound approach is not. For this reason, this intersection is symbolized as containing both control types in Attachment A.

Improvement Opportunities and Constraints

The following improvements could be considered to increase the efficiency and safety of vehicular circulation in the study area:

- Protected left turn phases could be added in the eastbound and westbound directions at the intersection of Main Street and Grand Avenue to reduce left turn conflicts with oncoming vehicles and pedestrians in the adjacent crosswalk.
    - This modification would require signal head upgrades and the addition of a left turn pocket in both directions, which may require median narrowing or removal of on-street median parking.
- All uncontrolled intersections could be upgraded to side-street stop-control or all-way stop-control to reduce vehicle conflicts and right-of-way confusion.
- All stop-controlled alleyway approaches could be striped with advance stop bars to decrease conflicts with cross-street vehicles, bicyclists, and pedestrians.
- The LED stop sign on southbound Main Street at Franklin Avenue could be relocated to the opposite side of the parklet to increase its visibility.
- The truck route designation and signage on Main Street could be removed and relocated to a parallel street without a bicycle route designation and lower pedestrian volumes to minimize conflicts between trucks, pedestrians, and cyclists.

Figure 2 - LED flashing stop sign at the intersection of Main Street and Franklin Avenue

VEHICULAR PARKING

A variety of on and off-street public and private parking exists within the study area.

Existing Conditions: On-Street Parking

Free on-street parking is available along all streets in the study area, with a 2-hour time limit from 8am to 6pm for most spaces. Several short-term 20-minute parking spaces as well as accessible spaces are also provided. The design of parking spaces, angled or parallel, varies by street. While many streets with parallel parking feature space-delineation striping, some do not. The following on-street parking facilities exist in the study area:

Angled Parking

- Mariposa Avenue (WB) from Main Street to western DSP extent
- Richmond Street (SB) from south of Holly Avenue to southern DSP extent
- Holly Avenue (EB) from Main Street to eastern DSP extent

Parallel Parking

- Main Street (both directions) for full DSP extent
- Richmond Street (NB) for full DSP extent
- Mariposa Avenue (EB) for full DSP extent
- Pine Avenue (both directions) for full DSP extent
- Holly Avenue (both directions) from western DSP extent to Marketplace
- Holly Avenue (WB) from eastern DSP extent to Marketplace

- Grand Avenue (both directions) from eastern DSP extent to Main Street
- Grand Avenue (both directions, including median) from Main Street to western DSP extent
- Franklin Avenue (both directions) for full DSP extent
- Standard Street (both directions) for full DSP extent
- Eucalyptus Drive (both directions) for full DSP extent

Figure 3 (left) - Free public parking wayfinding signage on Grand Avenue

Figure 4 (right) - Angled on-street parking on Richmond Street, north of Grand Avenue

Existing Conditions: Off-Street Parking

Surface Lots

There are several surface parking lots throughout the study area. The largest lot, located at the northeast corner of El Segundo Boulevard and Richmond Street, is private and reserved for Chevron employee parking. Public surface lots are available at the El Segundo Civic Center, at the northeast corner of Franklin Avenue and Richmond Street, and at the southwest corner of Main Street and Mariposa Avenue. Various customer- and employee-only lots also exist throughout the study area, many of which are accessible via the Marketplace Alley.

Parking Structure

There is one public parking structure within the study area, located at the northeast corner of Grand Avenue and Richmond Street. The structure has three levels and comprises approximately one-sixth of the block. There are three entrances and exits to the structure, on Grand Avenue, Richmond Street, and the Marketplace Alley.

Improvement Opportunities and Constraints

The following improvements could be considered to increase the efficiency of parking in the study area:

On-Street Parking

- Stripe all available parallel parking spaces with delineation lines to minimize inefficient parking behavior and draw attention to available spaces. While this strategy can improve the management of the existing parking supply, it does not manage parking demand.
- Add parking meters to price on-street parking during high demand periods to facilitate parking turnover and the ability for motorists to find parking spaces, targeting an occupancy ratio of around 85%. Meters can be programmed to implement different parking charges by day of the week and time of day, depending on demand. A metered parking strategy would be constrained by the need for continuous enforcement by police or a contracted vendor. While introducing parking meters is often controversial, experience in other cities suggests that using gained revenue to improve other aspects of the district can generate more political support and support the financial implementation of the DSP mobility strategies.

Off-Street Parking

- Implement a shared-parking program in which businesses with different peak hours share parking spaces to maximize capacity throughout the day.
- Develop informational programs for drivers to direct parkers quickly and efficiently to available spaces and increase overall level of knowledge regarding parking availability in the study area. This might include increased parking wayfinding signage on streets adjacent to public parking structures or online parking maps.

BICYCLE CIRCULATION

Existing Conditions

In the study area, bicycle facilities consist of Class III Bicycle Routes with on-pavement shared lane markings ("sharrows"), bicycle route signage, wayfinding signage for area destinations, and bicycle racks with an Downtown El Segundo theming. Marked bicycle routes exist on Main Street and Grand Avenue for the full DSP extents.

Figure 5 (left) - Bicycle route "sharrow" and median-parking on Grand Avenue

Figure 6 (right) - Bicycle route wayfinding signage at the intersection of Main Street and Grand Avenue

Figure 7 - "Downtown El Segundo" bicycle rack on Main Street

Improvement Opportunities and Constraints

Designated Bicycle Lanes

While altering vehicle capacity is often controversial, in order to accommodate improved bicycle facilities on Main Street two reconfiguration options could be further explored in the DSP:

- Reconfigure to provide one travel lane in each direction (12 feet each), one parking lane in each direction (8 feet each), and one buffered bike lane in each direction (8 feet each, inclusive of striped buffer).

- Alternatively, the road could be reconfigured to include one travel lane in each direction (12 feet each), back-in angled parking in one direction (16 feet), and a two-way cycle track (16 feet).

Both reconfigurations could be constrained by the potential for increased congestion along the corridor, resulting from a reduction in the number of travel lanes.

Figure 8 (top) - Opportunity for Main Street with parallel parking lanes and buffered bike lanes

Figure 9 (bottom) - Opportunity for Main Street with back-in angled parking and a two-way cycle track

Bicycle Parking

While existing bicycle racks provide short-term parking and add an element of placemaking, a bicycle hub, consisting of a gated area with controlled access, could be installed in the parking structure for more secure and longer-term parking. The bicycle hub could also feature a repair station, with basic tools such as wrenches and pumps, to support ridership in the DSP area. A

bicycle hub in the parking structure could be constrained by a lack of space, as the hub would likely require the conversion of several parking spaces to accommodate it.

PEDESTRIAN CIRCULATION

Existing Conditions

Pedestrian facilities are provided throughout the area with sidewalks on all streets and pedestrian crossings provided at controlled intersections, uncontrolled intersections, and at several midblock locations. Sidewalks are generally comfortable for pedestrian circulation with curb extensions, seating, adequate clear sidewalk area, and active ground floor uses. The following observations were noted during the walking audit and analysis of the plan area:

- There are four midblock crosswalks on Main Street which feature pedestrian-activated beacons with in-road flashing lights and yield paddles.
- While some crossings feature ADA compliant curb ramps with truncated domes, such as the intersection of Grand Avenue and Richmond Street, most lack these accessibility enhancements. Most curb cuts for alley entrances or driveways also lack ADA-accessible ramps.
- Most crosswalks lack edge lines and striping, which reduces their visibility to drivers.
- Both signalized intersections in the study area do not provide pedestrian countdown on the signal heads.
- In some locations, the sidewalk is obstructed or damaged by large trees, which can cause accessibility issues, especially for those using wheelchairs or pushing strollers.
- Some parking facility driveways, such as the public parking structure on Grand Avenue near Richmond Street, have limited visibility to the sidewalk in advance of the exit, which could make it difficult for drivers exiting the structure to see pedestrians.

Figure 10 (left) - Crosswalks with no edge-line striping at the intersection of Main Street and Grand Avenue

Figure 11 (right) - A large tree on Holly Avenue, which obstructs the sidewalk

Figure 12 (left) - Midblock crosswalk on Main Street with in-road flashers

Figure 13 (right) - Parking garage exit on Grand Avenue with limited pedestrian visibility

Improvement Opportunities and Constraints

Midblock Crosswalks

The following enhancements could be considered at the four midblock crosswalks along Main Street:

- Install pedestrian hybrid beacons, also known as High-Intensity Activated Crosswalk (HAWK) to better alert drivers to crossing pedestrians and encourage signal compliance.
- Install a raised crosswalk for better visibility and awareness of crossing pedestrians.
- Stripe crosswalks with high-visibility continental-style striping to increase their visibility or, at minimum, stripe crosswalk edge-lines to meet California Manual on Uniform Traffic Control Device (MUTCD) standards.
- To better serve users with mobility challenges, upgrade ramps to meet ADA compliance by adding truncated domes, modifying pedestrian push button locations relative to the ramp, and providing audible push buttons.

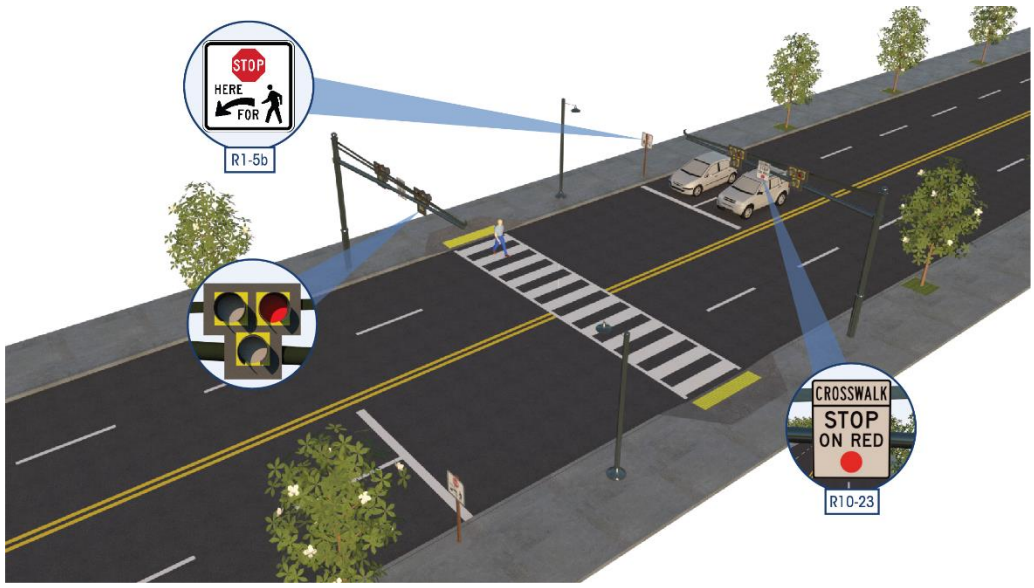


Figure 14 - Pedestrian Hybrid Beacon (PHB) example rendering (from Federal Highway Administration)

The following enhancements could be considered at controlled intersections:

- Upgrade curb ramps to meet ADA compliance by adding truncated domes and modifying pedestrian push buttons.

- Stripe crosswalks with high-visibility continental-style striping to increase their visibility, or at minimum, stripe crosswalk edge-lines to meet California Manual on Uniform Traffic Control Device (MUTCD) standards.
- At signalized intersections, install pedestrian countdown heads to meet current standards and inform pedestrians of the remaining walk time available.
- Ensure that pedestrian signals comply with current MUTCD pedestrian clearance time standards, with a standard walking speed of 3.5 feet per second.

The following global enhancements could be considered throughout the study area:

- Add mirrors to parking garage, driveway, and alleyway exits to increase the visibility of approaching pedestrians.
- Remove sidewalk obstructions or re-route sidewalks around obstructions, such as trees, to increase pedestrian accessibility, especially for those using wheelchairs or pushing strollers.
- Upgrade curb cuts at driveways or alleyways to ADA-compliant curb ramps.

TRANSIT CIRCULATION

Existing Conditions

The study area is served by Beach Cities Transit and City of El Segundo Transportation. Below is a list of the bus and rail routes that provide service to and around the project site:

- Beach Cities Transit Line 109 – Line 109 connects LAX and Torrance via El Segundo, Manhattan Beach, Hermosa Beach, and Redondo Beach. In the study area, this line runs along Main Street and Grand Avenue. This line has headways of 40-50 minutes during weekdays.

- Lunchtime Shuttle – Lunchtime Shuttle services were suspended during the COVID-19 pandemic and had not resumed as of April 2022. Previously, the City of El Segundo Transportation Lunchtime Shuttle operated on a continuous loop between Downtown El Segundo and the Smoky Hollow area to the east from 11:45 to 2pm on weekdays.

- Beach Shuttle – Beach Shuttle services were suspended during the COVID-19 pandemic and had not resumed as of April 2022. Previously, the Beach Shuttle, operated by City of El Segundo Transportation, ran between El Segundo and El Porto Beach during El Segundo Unified School District spring and summer breaks. There are several stops located near the study area.

During temporary closures of Main Street between Holly Avenue and Grand Avenue, the bus lines operating on the corridor are re-routed. The facilities featured at bus stops within the study area

vary by stop. Some include a bench and waste bin, while others provide no accommodations. Two bus stops feature shelters, one on Main Street within the temporary closure area, and one on Grand Avenue between Standard Street and Eucalyptus Drive.

Figure 15 - During temporary closures of Main Street, buses on the corridor must take a detour

Figure 16 - Bus shelter on Main Street, which is not included in the detoured bus route

Improvement Opportunities and Constraints

The following enhancements could be considered for transit amenities throughout the study area:

- Increase the number of transit shelters or relocate the existing transit shelter on Main Street to a location that is not within the temporary closure area. This can allow the optimal utilization of the shelter, even during special events. This improvement may be constrained by available sidewalk space.

- Include a bench and waste bin at each bus stop. This improvement may also be constrained by available sidewalk space.

The following enhancements could be considered for transit operations in the study area:

- Upon resumption of the Lunchtime Shuttle, expand service hours to include evenings to enhance dinnertime connections between Downtown El Segundo and the Smoky Hollow area. As of 2022, the City plans to further study improvements for this system and the Beach Shuttle.

- Coordinate with Beach Cities Transit on their ongoing short-range transportation plan development to ensure that Line 109 continues to serve Downtown El Segundo and identify opportunities to increase service frequency or hours of service.

- Explore the feasibility of on-demand transit service pilots such as Metro Micro, Torrance Transit's forthcoming microtransit pilot, or Center City Anaheim's Free Rides Around the

Neighborhood (FRAN) service. These rideshare services are for short local trips and depend on a centralized operating system.

PLACEMAKING

Existing Conditions

Parklets

Various temporary outdoor dining patios ("parklets") are located throughout the study area in on-street parking spaces. Each parklet provides seating for one or more dining establishments on the block, and many include enhanced amenities, such as roofs, wood flooring, and half-walls.

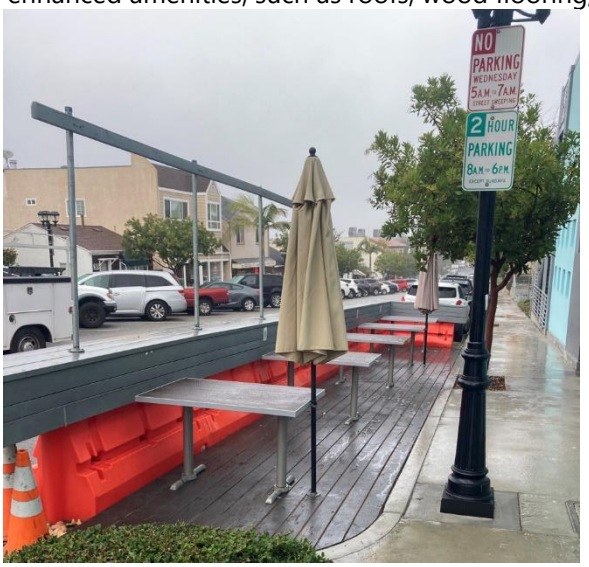


Figure 17 - Parklet on Richmond Street north of Grand Avenue

Temporary Uses of Streets

- Main Street
  - South of Holly Avenue, Main Street can accommodate in-road bollards for temporary street closures. Bollards can be mounted in the permanent in-road receptacles to temporarily close approximately 340 feet of Main Street for special events, such as the farmers market.
- Richmond Street
  - As of December 2021, approximately one-half of the block of Richmond Street between Grand Avenue and Franklin Avenue was closed for outdoor dining. This temporarily-closed area features dining tables and heat lamps to serve patrons of restaurants on the block.

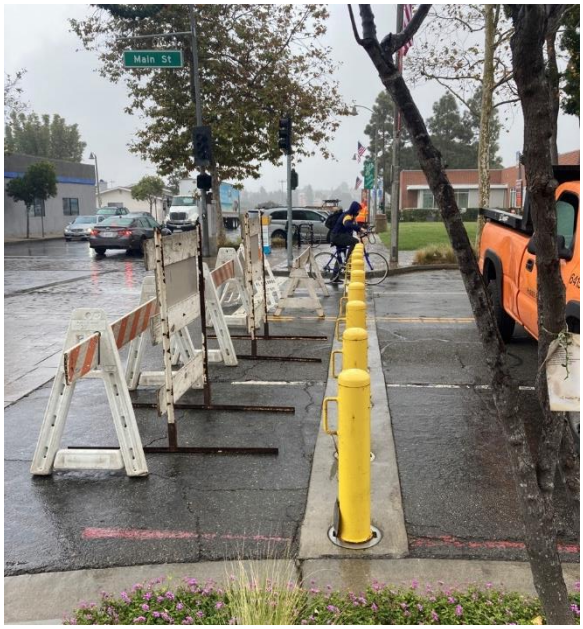


Figure 18 - Bollard receptacles on Main Street, which allow the segment to be temporarily closed, in this case, for a farmers market

Improvement Opportunities and Constraints

Parklets

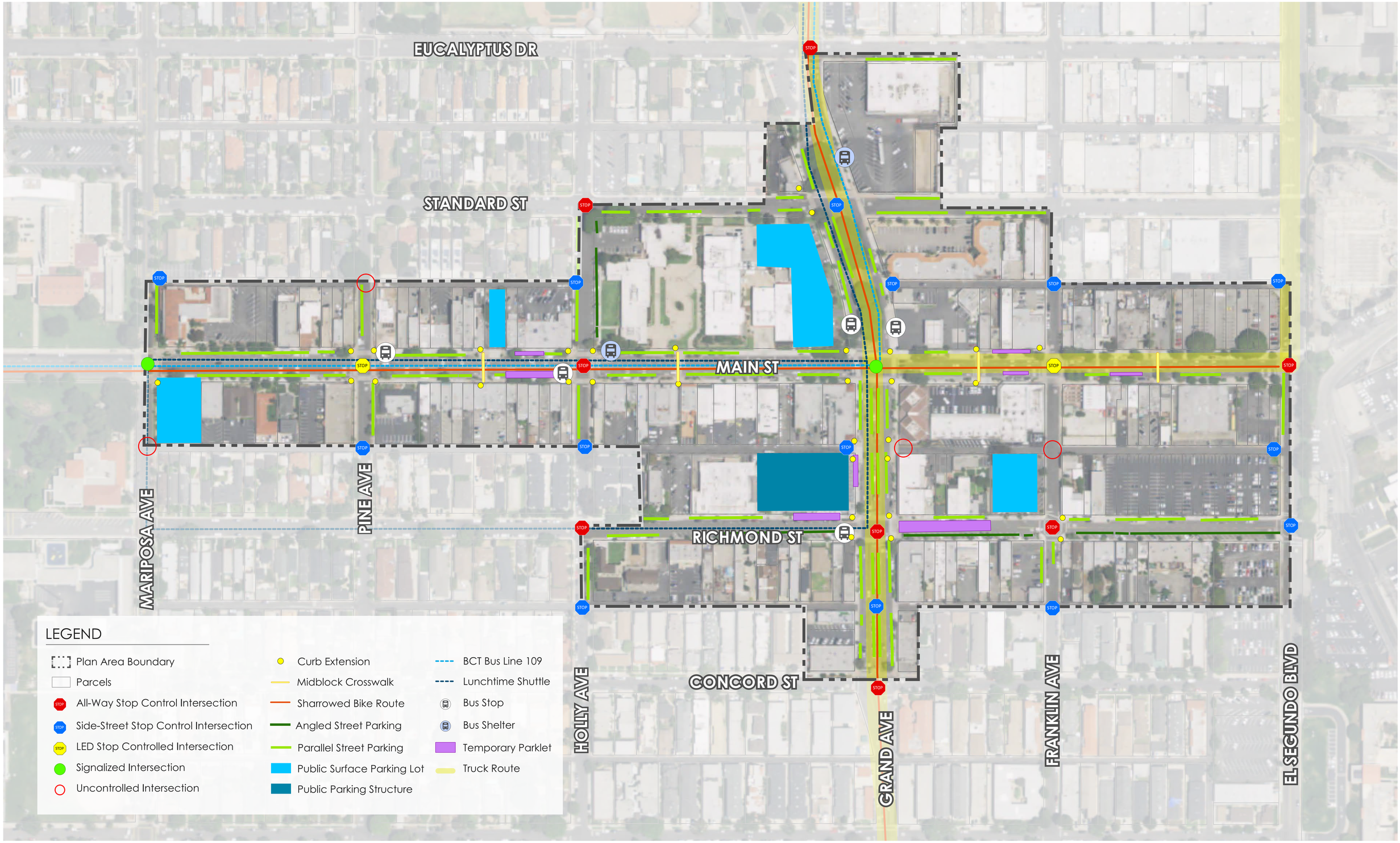
In addition to the added restaurant capacity during COVID-19 social distancing protocol, parklets can serve a placemaking and ambiance purpose as well. Existing parklets could be re-constructed from permanent materials to provide ongoing placemaking benefits. This modification would reduce the number of available on-street parking spaces and could be constrained if current parking demand exceeds capacity. There is an opportunity for the City to develop policy guiding conversion to permanent structures to ensure consistent and methodical application.

Temporary Uses of Streets

The temporary closure of the half-block of Richmond Street could be expanded upon to provide ongoing placemaking benefits to the study area, with one of the following options:

- Permanently close this segment using a combination of bollards and landscaping on both ends. The pavement could be resurfaced with pedestrian-scale material such as concrete or brick.
- Install in-road bollard receptacles at both ends of the segment, similar to those on Main Street, to allow ongoing temporary closures.

While providing ongoing outdoor dining and placemaking amenities, continued closure of this segment of Richmond Street would restrict vehicular access and result in the removal of approximately 20 on-street parking spaces.



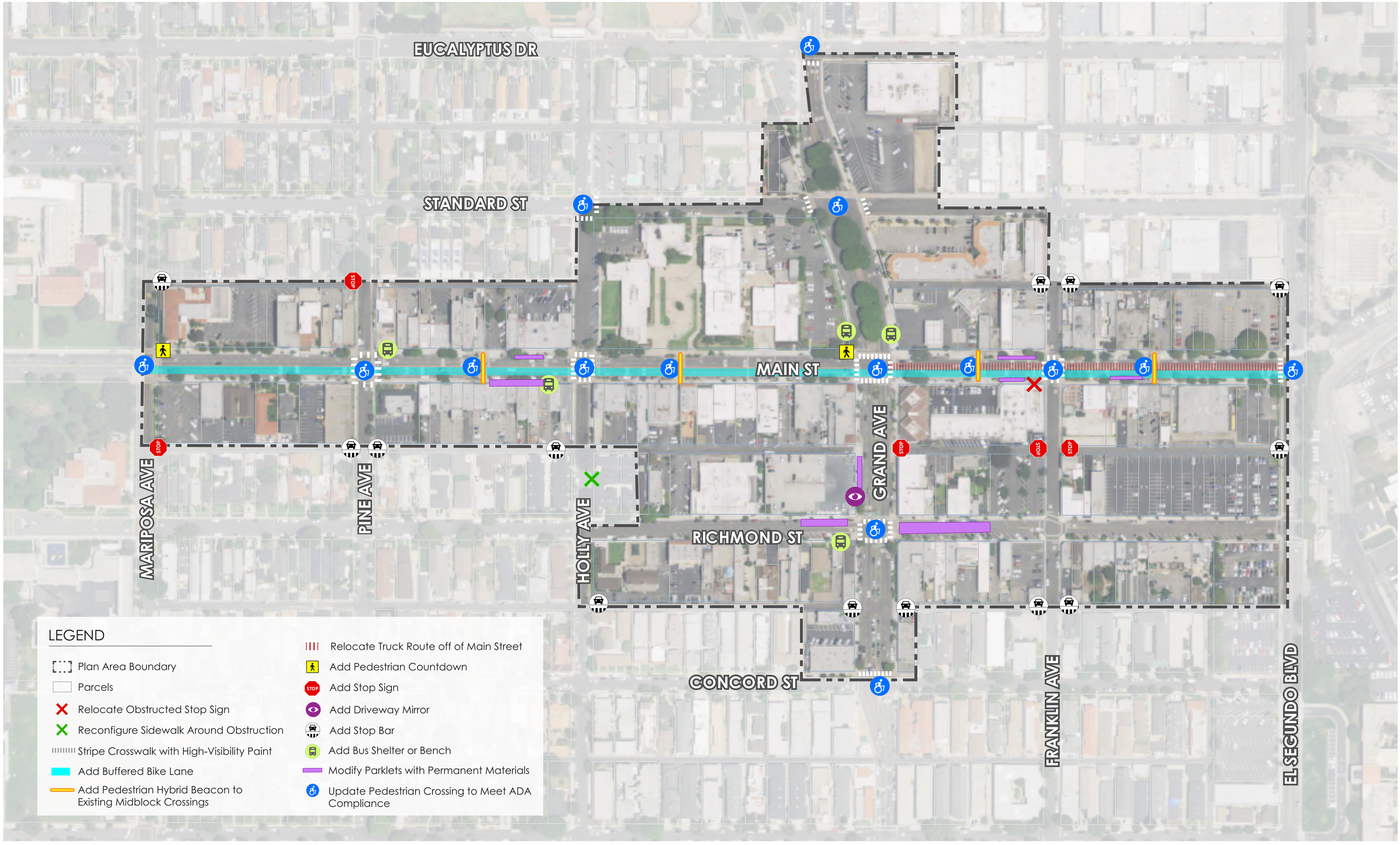
CITY OF EL SEGUNDO
DOWNTOWN SPECIFIC PLAN UPDATE

EXISTING MOBILITY CONDITIONS

JOB# 2151-01-CU20
NOVEMBER, 2021

0 80 160 240 feet
1"=80'

FIGURE #



CITY OF EL SEGUNDO
DOWNTOWN SPECIFIC PLAN UPDATE

MOBILITY OPPORTUNITIES

JOB# 2151-01-CU20
NOVEMBER, 2021

0 80 160 240 feet
1"=80'

FIGURE #