

November 4, 2018

Dear Council Members:

Subject: 10/23/2018 Fiesta Subcommittee Briefing to City Council

I would to respond to the suggestion in the 10/23 Fiesta subcommittee presentation to the City Council that bus route safety for 27 Street compared to Herondo are roughly equivalent.

This presumption was picked-up and reported in the Easy Reader by Ryan McDonald.

<https://easyreadernews.com/fiesta-contract-negotiations-open/>

For the record, the Health, Safety and Quality of Life consequences of using Herondo vs 27th are NOT roughly equal or even comparable.

Accordingly, I request this memorandum that spells out the risks of using 27<sup>th</sup> versus Herondo as the Fiesta Bus-Route be entered into the Permanent Record and forwarded to all Fiesta Subcommittee Members and involved Hermosa Beach Chamber of Commerce representatives participating in this process.

1. 27<sup>th</sup> STREET VS HERONDO - FIESTA BUS ROUTE SAFTY COMPARISON

1A. Distance of Bus Traffic from Sidewalk

All it takes is a quick look at google satellite photos to realize the homes, apartments and sidewalks on Herondo westbound appear to at least 5-8 times further from the bus and vehicle traffic and sidewalks than the homes on 27th westbound.

On 27th Street buses run on a steep street less than 18 inches from a telephone pole obstructed narrow sidewalk.

Herondo is flat wide road and its sidewalks are protected from the bus traffic by a large curbside parking buffer and wider roads.

Herondo's sidewalks are unobstructed.

1B. Herondo Eastbound has No Residential Structures

Herondo has no residential property eastbound for its entire length. Conversely, 27th is densely packed both eastbound and westbound between Morningside Drive & Manhattan Avenue.

There are also significant zoning differences between 27th Street and Herondo.

**1C. Proximity to Heavily Utilized Park**

Gould (aka 27th) borders Valley Park and Valley Park is heavily utilized by children, families and seniors the entire Labor and Memorial Day weekend.

Herondo has no such park.

Buses, parks and children jumping in/out cars is a bad mix!

This is especially true on busy holiday weekends with the chaotic bumper to bumper traffic conditions created by the during Fiesta's Peak Traffic periods.

**1F. Cyclists and Pedestrians in the Mix**

On Herondo cars, buses and bicyclists all have clear visibility. It's fairly flat so there are no blind spots.

On the 27<sup>th</sup> route, bicyclists from Artesia are often traveling at a high rate of speed because of a steep hill.

There is a very difficult intersection at Gould and Ardmore & Gould and Valley where cars and trucks are turning in all directions.

Many of the festival visitors are not familiar with this complicated intersection, and the sudden narrowing then widening at Ardmore often creates confusion and hesitation. Festival visitors are often frustrated and even angry as the festival traffic overloads on 27th Street

People are looking for parking that are simply not available. This frustration is readily apparent, and mistakes are inevitable. Horns are blaring regularly during peak festival traffic periods.

The Gould/Ardmore intersection has up to 8 vehicles simultaneously making decision on whether to proceed. And that doesn't even include the Valley/Gould intersection!

Pedestrian traffic near Valley Park is likely to be higher than on Herondo. This requires verification but there is no doubt the meridians on Gould and Valley present more or a challenge for pedestrians and cyclists than traffic and road conditions on Herondo.

Moreover, the Herondo intersection with Hermosa Ave is controlled by Traffic Lights and Pedestrian Crossing lights that are much easier for a person to navigate than the double stop sign quagmire at Ardmore and Valley at the North East corner of Valley Park.

Adding buses every 10 minutes all day long will only exacerbate the already existing risks in the same way as trucks exacerbate freeway congestion during stop and go conditions.

Bicyclists may become more aggressive when they encounter the heavy festival traffic.

Buses on Gould and 27<sup>th</sup> would only make bicyclists harder to see at this already difficult intersection.

## **2. NEAR ROADWAY POLLUTION CAUSED BY FIESTA TRAFFIC**

### ***Note 1:***

*I make no claims to be a pollution expert but unless the city has an expert that has studied the Fiesta traffic on 27<sup>th</sup> and has hard data on the Near Roadway Pollution effects, I believe it is prudent to err on the side of caution for the reasons I will present below.*

### ***Note 2:***

*I provide two URLs below that link to an analysis of Near Roadway Pollution effects. One link focuses specifically on the risks to young children in strollers given their proximity to the auto and truck exhaust on near roadway sidewalks.*

*I will make the case that in absence of proof to the contrary, formal notification to the residents of 27<sup>th</sup> Street WARNING them to keep their doors and windows closed and to avoid the sidewalks during peak fiesta traffic periods MUST BE given unless the city has data to dismiss this concern.*

*This is especially so for households with young children or seniors, residents or holiday visitors that have a predisposition to pollution sensitivity - e.g. asthma or other respiratory vulnerability.*

### **2A. Near Roadway Pollution Effect on 27<sup>th</sup> Street**

On 27<sup>th</sup>, festival traffic reaches bumper to bumper conditions that sometimes last for a couple of hours during both the morning and afternoon rush period.

The smell of exhaust is sometimes so thick on 27th between Morningside & Manhattan that you really can't be in your front yard, your porch, or walking the sidewalk for any length of time without becoming acutely aware of the noxious pollution.

This pollution on 27th may well be exacerbated by a Street-Canyon effect; where pollutants are either trapped on the street in low-wind conditions or are channeled up the street with

the prevailing winds and possibly dumped into the low-lying areas of Valley Park. The Kiddie Park sits well below the traffic level.

Herondo has no such park nor is it susceptible to street-canyon effects that trap toxins.

To be a Healthy Hermosa you must DO THE WORK.

An informed decision needs to be made on the Near Roadway Pollution risks associated with the festival traffic and considerations must be given to setting up monitors of PM2.5 DPM particle mass measurements as well as VOC's, CO and NOx particle count measurements.

- At the very least, in absence of evidence to the contrary, signs should be posted at the Kiddie Park warning children with a sensitivity to these pollutants to avoid the area during the Fiesta's peak traffic periods.
- The Kiddie Park sits within the radius of Near Roadway Pollution effects per the referenced studies AND the fact that it sits substantially below the roadway raises concerns the heavier than air pollutants may pool in the Kiddie Park.
- Buses may only exacerbate the Near Roadway Pollution problem even if they are "clean", because they will delay traffic movement the same way heavy trucks stopping and starting on the freeway do.
- Given the often-persistent smell of vehicle-exhaust on 27<sup>th</sup> during the Festivals peak periods, letters should be sent to all residents formally warning them to keep their doors and windows closed and avoid the sidewalks during peak traffic periods due to the risk of pollution exposure.

The Near Pollution study cited below shows there is even a greater risk to children and infants on the sidewalk near busy roadways. The pollution levels are likely to be high enough to trigger an acute response especially if a child or a senior has a preexisting health condition.

This requires expert verification, but the city can no longer ignore this risk, especially as it considers expanding the Fiesta footprint.

The study below shows the toxic concentrations at a height of 1 meter are significantly greater than at 2 meters; meaning a greater risk to young children and babies in strollers.

Pollution effects must be mathematically modeled by the city assuming standing traffic for a 2-hour period in a street canyon with the same aspect ratio and dimensions of 27<sup>th</sup> Street and the modeled pollution levels must be compared to the levels that would trigger an acute-response in a senior or child with a predisposition to these effects. Mates IV may provide useful guidance to the city when accessing these risks.

Without this analysis or actual near roadway measurements the city simply cannot in good conscience set aside this risk and must err on the side of caution and issue warnings.

This analysis and an analysis of the actual truck traffic on 27<sup>th</sup> Street clearly falls on the Cities Traffic Engineer according to City Ordinance N.S. 238 Section 2.6. This document was provided to me as part of a Freedom-of-Information Request on the Traffic Engineer Duties and Responsibilities.

If the Cities Traffic Engineer does not have the expertise to assess the Near Roadway Pollution Effects caused by the bumper to bumper conditions on 27<sup>th</sup> during Fiesta Peak Traffic periods, then I believe it is incumbent on the city to bring that expertise to bear before the next Fiesta so that an informed decision can be made on whether to warn residents and people with a sensitivity to near roadway pollution to take the appropriate protective measures; both on 27<sup>th</sup> Street and at the Kiddie Park in Valley Park.

## **2D. Near Roadway Pollution on Herondo**

The Near Roadway Pollution effects on Herondo would likely be significantly less than on 27<sup>th</sup> because of the wider roads, greater distances, and the open areas eastbound on Herondo.

## **2E. References**

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2673207/>

<https://cityofdavis.org/home/showdocument?id=4209>

## **3. NOISE CONSIDERATIONS:**

### **3A. Distance is a Controlling Factor in Noise Level**

As previously stated, I estimate the homes and apartments on Herondo Westbound are on average at least 5-8 times the distance from bus traffic as the homes on 27<sup>th</sup> Westbound.

- Roughly speaking Bus noise is cut in half by each doubling of the distance or every 10 meters.
- Herondo is a flat road. 27<sup>th</sup> is a steep road.
- Buses make one hell of a lot more noise and generate more pollution on a steep hill than on a flat road.
- The failing road condition on 27<sup>th</sup> Street only exacerbates the tire noise. Conversely, on Herondo the road is in much better condition.
- Buses on 27<sup>th</sup> will only accelerate the deterioration of the 27<sup>th</sup> Street roadway per the Hermosa Beach Fugro Pavement Condition Study

***Note: 3 The hill section of 27th between Manhattan and Morningside has a road surface that is riddled with wide transverse cracks that extend the entire width of the road every 30 feet for its entire length. 27th has many depressions and rough-areas where tire noise is greatly amplified. 27th surface is rapidly failing per the Fugro Pavement analysis approved by the city in 2017, and that means it is failing at an exponentially increasing rate. I've previously provided the council a chart from the Fugro report that makes this point. Accordingly, Buses and Heavy Construction should actually be diverted from 27th until the end to end road repairs are done and not directed there to support the Fiesta or ANY other special events.***

**In total, the safety, health and quality of life impact fiesta buses would have on Herondo are significantly less than on 27th.**

**Finally, I would like to address the staff-suggestion that the city will receive complaints either way no matter which bus route is selected.**

**This misguided statement spawned further discussion of perhaps having the bus route on Herondo one year and 27 the next or perhaps splitting the bus traffic. This was totally inappropriate given the risks and impacts of 27th versus Herondo are so obviously different.**

**I also suggest it's the merits of the health, safety and quality of life considerations that matter, not the fact that the city will get complaints either way.**

**Thank You,  
Anthony Higgins**

**See Pictures below**

**INTENTIONALLY BLANK**

**Category: SAFETY**

**Risk: Heavy Trucks on Narrow Road with Obstructed sidewalk**

Comments:

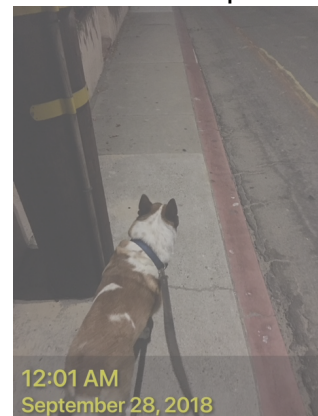
1. Steep Hill with No Curbside Parking Buffer, Trucks Run at Curbside
2. Crest of Hill Creates Blind Spot.
3. Similar Blind spots do not exist on Herondo or Pier Ave
4. Blindspot endangers Pedestrians and Cyclists coming from Artesia.
5. 27th is a Heavily Damaged and Failing Road. (Safety Implications?)
6. Posted Signs - No Commercial Vehicles over 3 Tons



**Risk: Narrow Obstructed Sidewalk Images**

Comment:

1. 27th Street's narrow sidewalk obstructed by telephone poles
2. In places there is less than 19 inches clearance to curb
3. Baby Strollers have difficulty fitting by poles when trucks pass



Hardly Room for Small Dog much Less Baby Stroller  
And the Plaza Hotel Contractor wants to add 7,500 Heavy Trucks!