



# north school

Neighborhood Transportation  
Management Plan (NTMP)

October 2020



Developed Jointly by the City of Hermosa Beach and Hermosa Beach City School District

PRODUCED BY

FEHR PEERS

# agenda topics

Purpose, Goals, & Process



NTMP Recommendations



Adaptive Management Program



CEQA Review



Adoption & Implementation

# what is an ntmp?

- objective is to **provide safer, more comfortable streets and improve the quality of life in our neighborhoods** by developing and implementing innovative and effective transportation solutions on residential streets.
- identify and **address traffic related issues** such as speeding, traffic collisions, and cut-through traffic.
- As options are considered, the surrounding street network must be carefully evaluated to **avoid shifting impacts from one area to another.**
- the **toolbox of improvements** that can be implemented include updating street signs, adding pavement markers and roadway striping, increased enforcement, and items such as traffic diverters and speed lumps

# purpose + project goals

1. Identify solutions that will enhance public safety and traffic flow at North School without causing delays in the school's construction, which may include additional offsite loading and unloading zones on public property.
2. Maximize the efficient use of limited funds of the City and School District and leverages outside funding opportunities.
3. Utilize a collaborative process to incorporate City, School District, and community input on the design and operation of transportation facilities and traffic concerns.
4. Comply with the conditions set forth in the MOU and the Mitigation Monitoring and Reporting Program for the North School EIR.
5. Can be completed by March 31, 2020, including adoption of plan by both the School Board and City Council.

\* Note that while adoption was initially anticipated in March 2020, due to the COVID-19 pandemic and extraordinary demands on School District and City Staff time, revisions to the draft based on public feedback were not finalized until October 2020.

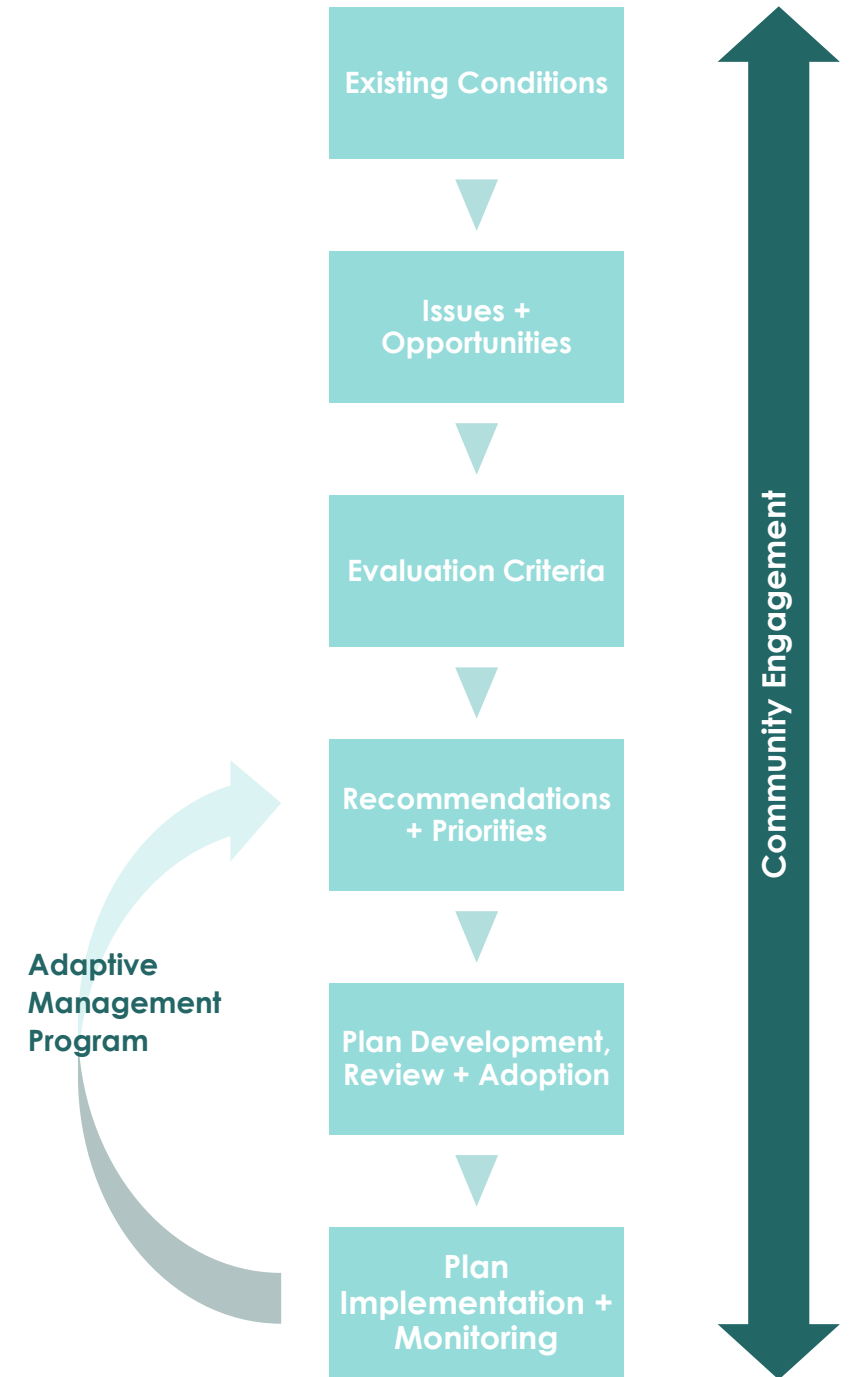


# project team



# planning process

- The process included an evaluation of existing conditions, identification of issues and opportunities, creation of evaluation criteria to refine the recommendations and priorities, and ultimately development of the plan for review, adoption, and implementation.
- Each step in the process additionally involves various levels of community input and feedback to inform and refine the plan through an adaptive management program.



# community engagement

## Community Workshops

- October 21, 2019
- December 3, 2019

## MOU Subcommittee

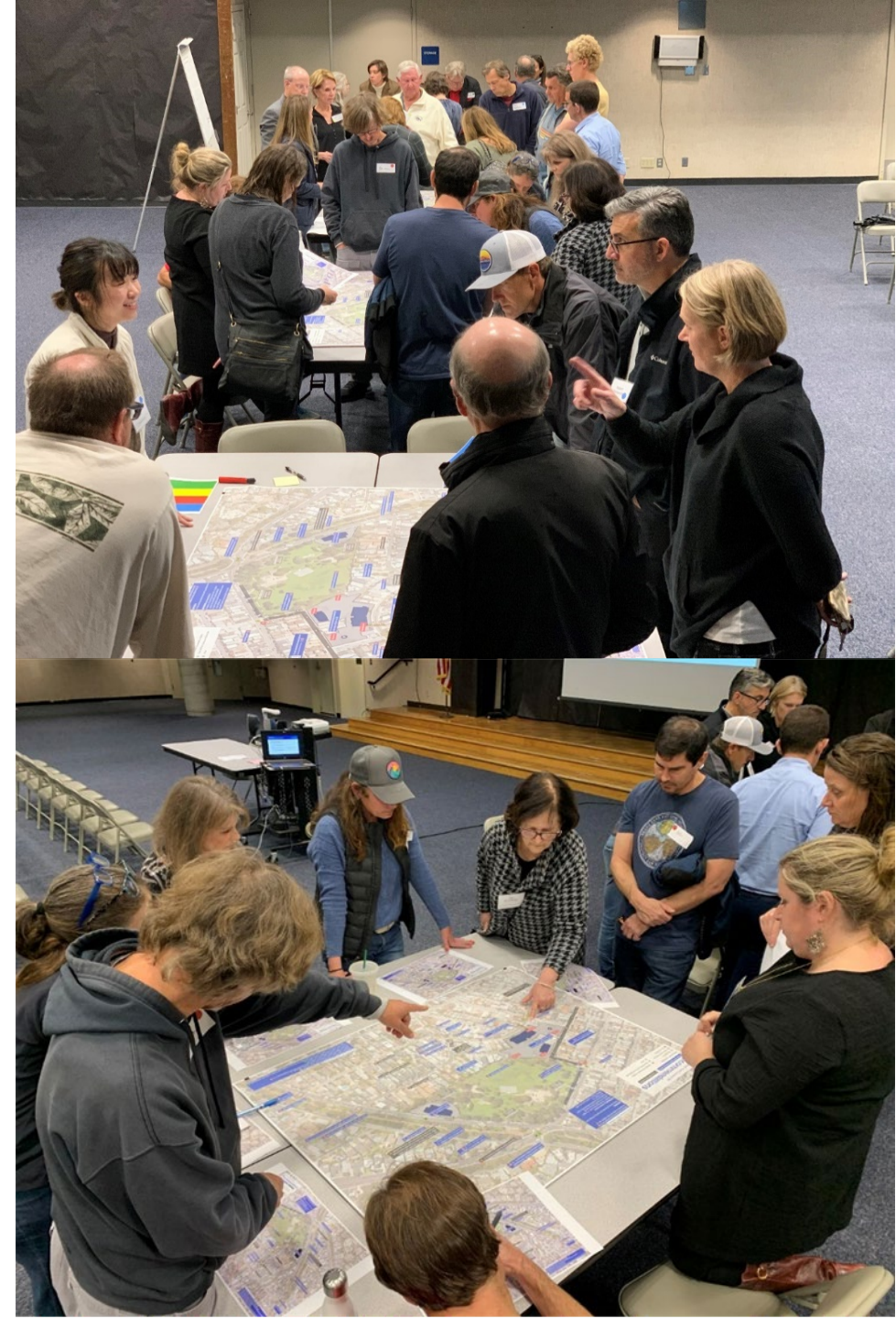
- September 11, 2019
- November 7, 2019
- December 9, 2019
- January 15, 2020

## Stakeholder Working Group

- September 23, 2019
- October 16, 2019
- November 20, 2019
- December 16, 2019
- January 15, 2020

## Public Meetings

- February 3, 2020 – Joint School Board and City Council
- July 15, 2020 – Public Works Commission Review



# stakeholder working group priorities

Through the series of stakeholder meetings between September 2019 and January 2020, the stakeholder working group came to collectively identify a set of priorities for the NTMP. These priorities are identified below and **have been integrated into** the recommendation and implementation of this plan.

## 1. Monitoring Program

- Pre and post North School (NS) data collection
- On-going analysis for monitoring post NS construction
- Additional actions or reductions based on post construction analysis

## 2. Onsite Loading/Unloading at North School

## 3. Bus or Trolley for All Three Schools

## 4. Kiwanis/Rotary Parking Lot

- Loading and unloading configuration for parking lot
- Crossing to Greenbelt with stoplight (similar to Valley School)
- Pathway to NS from parking lot

## 5. Alternate Drop-off and Pick-up Locations

- Hermosa Avenue @ 25th Street
- Gould Avenue @ Valley Drive (West of Valley Drive)
- Gould Avenue @ Ardmore Drive (East of Ardmore)
- Valley Drive adjacent Valley Park
- Other options pending monitoring analysis

## 6. Pedestrian + Bike Access Improvements (Physical)

- Valley/Ardmore Corridor
- Widen sidewalks on "Safe Routes to School"
- Optional sidewalks on 24th St., 24th Pl., and 25th St. (for those interested)

## 7. Pedestrian + Bike Access Improvements (Programs)

- Walking School Bus
- Parent/Student incentive programs for walk, bike or bus

## 8. Pre and Post School Child Care Programs

- Spread out loading and unloading periods

## 9. Traffic Calming

- Crosswalks, speedbumps, signage, one-way streets
- Crossing Guards, Traffic Officers



# review timeline + ntmp draft changes

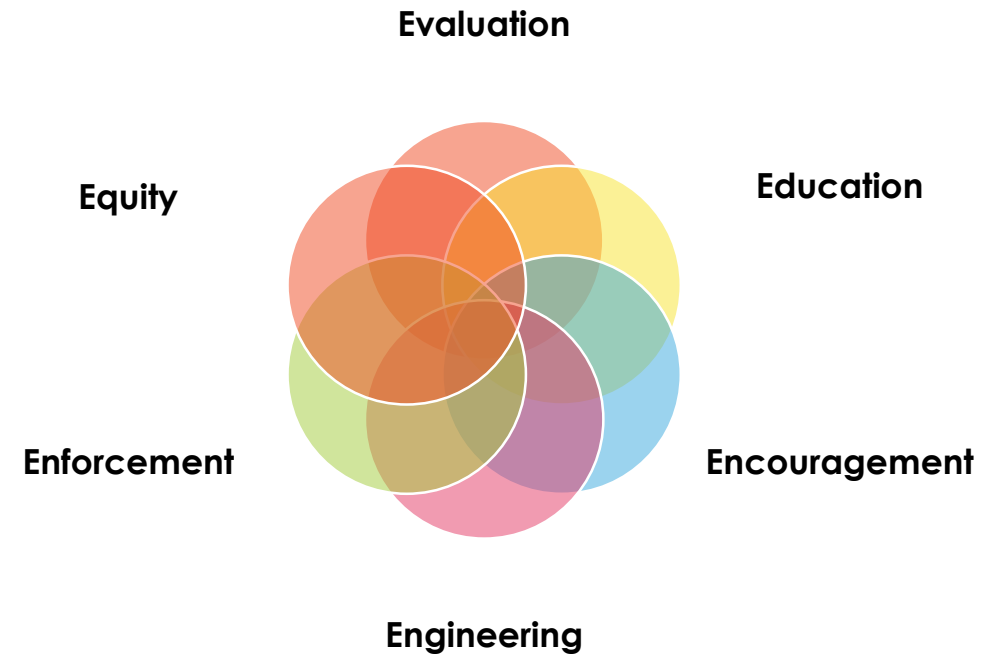
<b>Draft NTMP Released</b>	<ul style="list-style-type: none"><li>• January 30, 2020</li><li>• Public Comment - February 28, 2020</li></ul>	<ul style="list-style-type: none"><li>• Removed: 24<sup>th</sup> Place and 25<sup>th</sup> Street (one-way and sidewalks)</li></ul>
<b>School Board/City Council Review</b>	<ul style="list-style-type: none"><li>• Joint Study Session - February 3, 2020</li></ul>	<ul style="list-style-type: none"><li>• Adjusted: 26<sup>th</sup> Street (one-way conversion) now westbound</li><li>• Adjusted: Mid-block Crosswalk moved to long-term recommendation</li></ul>
<b>Revised Draft NTMP Review</b>	<ul style="list-style-type: none"><li>• Released - July 9, 2020</li><li>• Public Works Commission Review - July 15, 2020</li><li>• School Board Review - October 2020</li><li>• City Council Review -October 2020</li></ul>	<ul style="list-style-type: none"><li>• Added: Adaptive Management Program + Monitoring Locations</li></ul>

# ntmp recommendations

## NTMP Categories

1. Trip Reduction
2. Drop-off and Pick-up
3. Pedestrian Accessibility and Safety
4. Traffic Safety and Calming
5. Other

## Safe Routes to School Programs





# recommendations





# recommendations

Trip Reduction		Drop-Off/Pick-Up Around School Site		NEAR-TERM RECOMMENDATIONS Pedestrian Accessibility & Safety		Traffic Safety and Calming		Other	
33	Encourage walking and all rolling mode options	1	Formal school loading/unloading along 25th St in front of school	4	Crossing guard - 25th St & Myrtle Av	3	Add pork-chop island at school driveway to restrict eastbound left-turn traffic from 25th St into school	37	Staggered Bell Schedule
34	Walking school bus on Valley Dr with enhanced stops - School to manage organization of parent volunteers	2	On-site school loading/unloading & ADA drop-off/pick-up	5	High visibility crosswalks - 25th St & Myrtle Av (E/S/W legs)	8	Speed lump - midway along Myrtle Av	38	Before and After School Programs
		17	Prohibit drop-off/pick-up on Morningside Av (signage)	6	High visibility crosswalk - 25th St & Manhattan Av (E/W legs)	9	Speed lump - midway along Silverstrand Av	39	Regularly scheduled re-evaluation of NTMP effectiveness - Built-in monitoring to evaluate NTMP
		22	Gould Av on-street parking - Allocate 8 spaces for school short-term parking during school hours	7	High visibility crosswalk with stop signs - 24th St & Manhattan Av (N/S legs)	10	Yellow centerline striping along 25th St/Park Ave (from Manhattan Ave to 24th St)		
		26	Valley Dr On-Street Spaces - Allocate 8 spaces for school short-term parking during school hours	12	High visibility crosswalk - 25th St & 25th St (E leg)	11	Speed lump - 25th St		
				15	High visibility crosswalk - 24th Pl & 25th St/Park Av (E leg)	13	Red curb - east side of 25th St/Park/24th Pl		
				21	Crossing guard - Morningside Ave/27th St/Gould Av	14	Speed lump - 24th Pl & 25th St/Park Av		
				23	Crossing guard - Gould Av/Valley Dr/Ardmore Av	16	Speed lump - Park Av		
				29	High visibility crosswalk - Valley Dr & 25th St (W leg)	18	One way street heading westbound for 26th St		
				31	High visibility crosswalk - Valley Dr & 24th St (W leg)	19	"Stop Ahead" roadway marking - 26th St heading east towards school		
						20	15 mph speed limit around school (only during school hours)		
						24	Traffic control officer at Gould Av/Valley Dr/Ardmore Av		
						25	15 mph speed limit on Valley Dr (only during school hours)		
						27	Red curb - west side of Valley Dr, just north of Kiwanis Club (eliminates 2 on-street parking spaces)		
						28	Curb extension - Valley Dr & 25th St		
						30	No left-turn restriction from Valley Dr onto 25th St (only during school drop-off/pick-up hours)		
						32	No left-turn restriction from Valley Dr onto 24th St (only during school drop-off/pick-up hours)		
						35	Targeted traffic enforcement during school drop-off/pick-up times (when school opens)		
						36	Develop suggested parent travel route maps for entrance/exit to/from neighborhood		



# recommendation framework

## 3. ADD PORK-CHOP ISLAND AT SCHOOL DRIVEWAY ●

### Description

To restrict eastbound left-turn traffic from 25th Street into the school parking lot and left-turn traffic from the school parking lot back onto 25th Street, concrete “pork chop” island is recommended for installation to prohibit those turning movements.

### Implementation Timeframe:

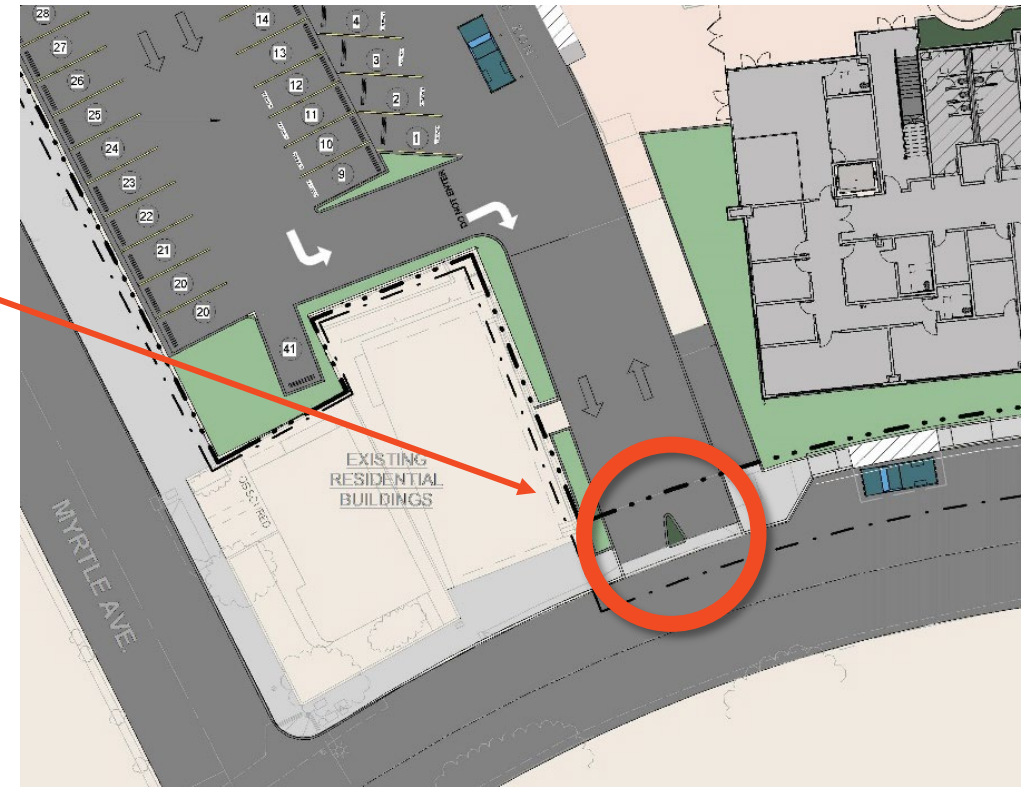
Near-Term

### Planning Cost Estimates:

\$ 1,100

### Conceptual Designs:

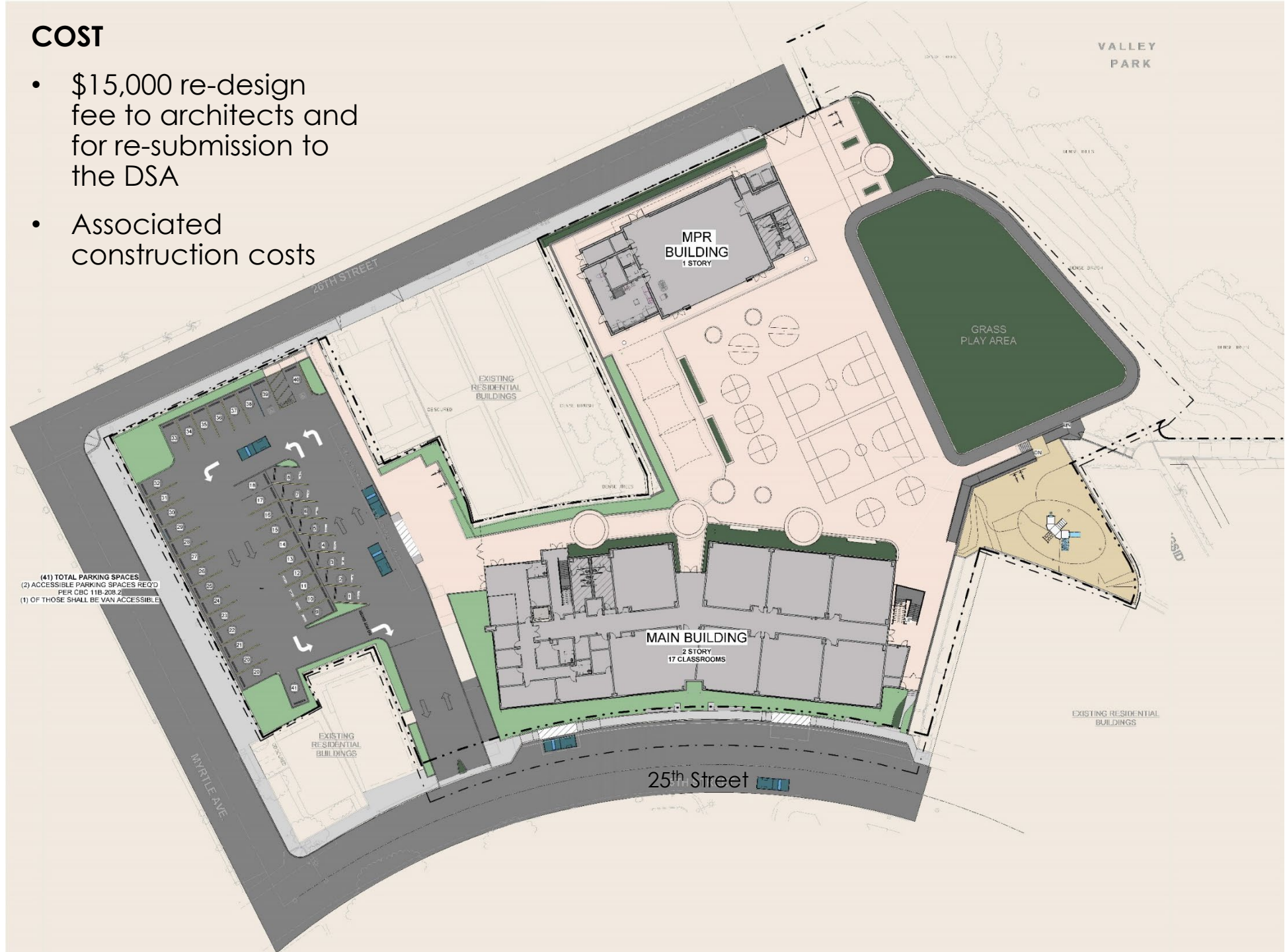
See Appendix A



# on-site parking lot layout redesign

## COST

- \$15,000 re-design fee to architects and for re-submission to the DSA
- Associated construction costs



# grant funding opportunities

## FEDERAL FUNDING

- Safe Routes to School Program (SRTS)
- Transportation Enhancement Activities

## STATE FUNDING

- Active Transportation Program (ATP)
- Environmental Enhancement and Mitigation Program
- Highway Safety Improvement Program (HSIP)
- OTS Grant Opportunities

## REGIONAL & LOCAL FUNDING

- SCAG Grant Opportunities
- Measure M
- Air Quality Improvements through Automobile Trip Reduction & Roadway Congestion Mitigation
- Capital Improvement Program (CIP)
- Community Development Block Program (CDBG)
- Beach Cities Health District

## PUBLIC PRIVATE PARTNERSHIPS

- The National Institutes of Health

# cost-sharing approach

PHASE		THE DISTRICT	THE CITY
PLANNING AND DESIGN		50%	50%
IMPLEMENTATION	ON-SITE	100%	
	SCHOOL SITE ADJACENT RIGHT-OF-WAY	100%	
	PUBLIC RIGHT-OF-WAY*		100%
PLAN UPDATES + MONITORING		50%	50%

\* As established in the MOU dated February 27, 2019, any costs associated with the recommendations of the NTMP that entail construction of physical improvements or implementation of traffic control devices will be assigned a proportional cost to the District relative to the level of service (LOS) impact or increased volume of traffic that would otherwise be generated by the project.



# adaptive management program

## DATA COLLECTION PARAMETERS

The following parameters for data collection are recommended to maximize opportunities to compare data:

- **Frequency:** monitoring should be conducted prior to the opening of the school and annually for the at least the first five years after the school is reopened.
- **Schedule:** during the school year on days when school is in session.
- **Duration:** for a three-day period (Tues-Thurs) that is representative of an average school week (i.e. no holidays, minimum days, atypical weather conditions)

## ANNUAL REVIEW PROCESS

After the annual monitoring is completed, the City and School District will summarize the results and compare to both the baseline data and any prior years (post 2020). The results will be published on both the City and School District websites and then discussed with the stakeholder group that was formed to advise on the NTMP. Given there are no absolute standards for traffic volume, speed, and parking, it is the opinion of the community that will shape any modifications to the NTMP.

Any modifications developed to the NTMP, because of the annual monitoring program, will be brought to both the School District Board and City Council for consideration.

# adaptive management program

## Enrollment Numbers and Grades at School

## Walk and Bike to School Participation Rates

## Traffic Collision Reports

## Traffic Volume and Speeds

## Parking Occupancy

## Queuing



FIGURE 6

HERMOSA NORTH SCHOOL NTMP

## Suggested Monitoring Locations

# ceqa review authority

The California Environmental Quality Act (“CEQA”) and CEQA Guidelines establish the type of environmental documentation that is required when changes to a project occur after an EIR is certified.

*“The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.”*

# project modifications

Most near-term recommendations identified in the NTMP were either considered in the Approved Project design or are part of the Final EIR Mitigation Measures. Through the design and implementation of required mitigation measures and development of the NTMP, the following modifications have been proposed, which were not previously considered and are the subject and focus of this Addendum:

- Approved Project: Passenger Loading Designation on Myrtle Avenue, and restriction of on-street parking as identified in TRAF-3 for Myrtle Ave
- NTMP Implementation: On-Site Student Loading and Unloading within the School Parking Lot
- Approved Project: Restriction of on-street parking as identified in TRAF-3 for 26th Street
- NTMP Implementation: One-Way Street Designation on 26th Street heading westbound from Morningside Drive to Manhattan Ave.



# analysis of project impacts

- Review data and updates from Final EIR analysis
- City Traffic Engineer review of 26<sup>th</sup> Street one-way recommendation
- Review by LA County Fire for emergency access

Impact Analysis	Approved Project	NTMP Implementation
5.12-1a: One-Hour Peak Traffic	Less than Significant	Less than Significant
5.12-1b: Half-Hour Peak Traffic	Significant and Unavoidable	Significant and Unavoidable
5.12-2: Congestion Management Program	Less than Significant	Less than Significant
5.12-3: Roadway Hazards	Significant and Unavoidable	Significant and Unavoidable
5.12-4: Emergency Access	Less than Significant	Less than Significant
5.12-5: Alternative Transportation	Less than Significant	Less than Significant
5.12-6: Parking	Significant and Unavoidable	Significant and Unavoidable
5.12-7: Vehicle Miles Traveled	Less than Significant	Less than Significant
Cumulative Impacts	Less than Cumulatively Considerable	Less than Cumulatively Considerable

# ceqa findings

- The NTMP Implementation **would not introduce new significant impacts** with regard to traffic and parking. Thus, the environmental implications of the NTMP Implementation would be consistent with those analyzed in the Final EIR.
- Although the project, as revised, would result in significant and unavoidable impacts to half-hour peak traffic at two intersections and six street segments, roadway hazards, and parking, **the Final EIR determined and disclosed that the Approved Project would result in significant and unavoidable impacts at these same intersections and street sections** during the same analyzed time periods.

# **adoption + implementation timeline**

- School Board Adoption: October 26, 2020
- City Council Adoption: October 27, 2020
- Coordination and Implementation of Short-Term Recommendations: Fall 2020
- Adaptive Management Program Review: Spring 2021 + Annually Thereafter

# covid-19 + school re-openings

It should be noted that the response to COVID-19 has significantly impacted school operations and it is anticipated that adjustments will continue through the majority of the 2020-21 school year. Specifically, the Hermosa Beach City School District is currently planning for the following:

- Grades 2-4 located at school site during View construction
- Hybrid model opening only allows 50% student capacity
- Staggered drop-off and pick-up times
- Midday pick-up schedule: 11:20-11:30AM

# discussion + input + adoption

- Questions
- Public Comment
- Discussion
- Recommendation

It is recommended that the City Council:

- Adopt a Resolution (Attachment 1) adopting the North School Neighborhood Transportation Management Plan; and
- Determine that the adoption of the NTMP is exempt from CEQA based on the CEQA Addendum.