

**2011 ITE Western District Annual Meeting  
July 11, 2011, Session 4A**

**A Fresh Look  
at Developing an Effective  
Complete Street Retrofit Plan**

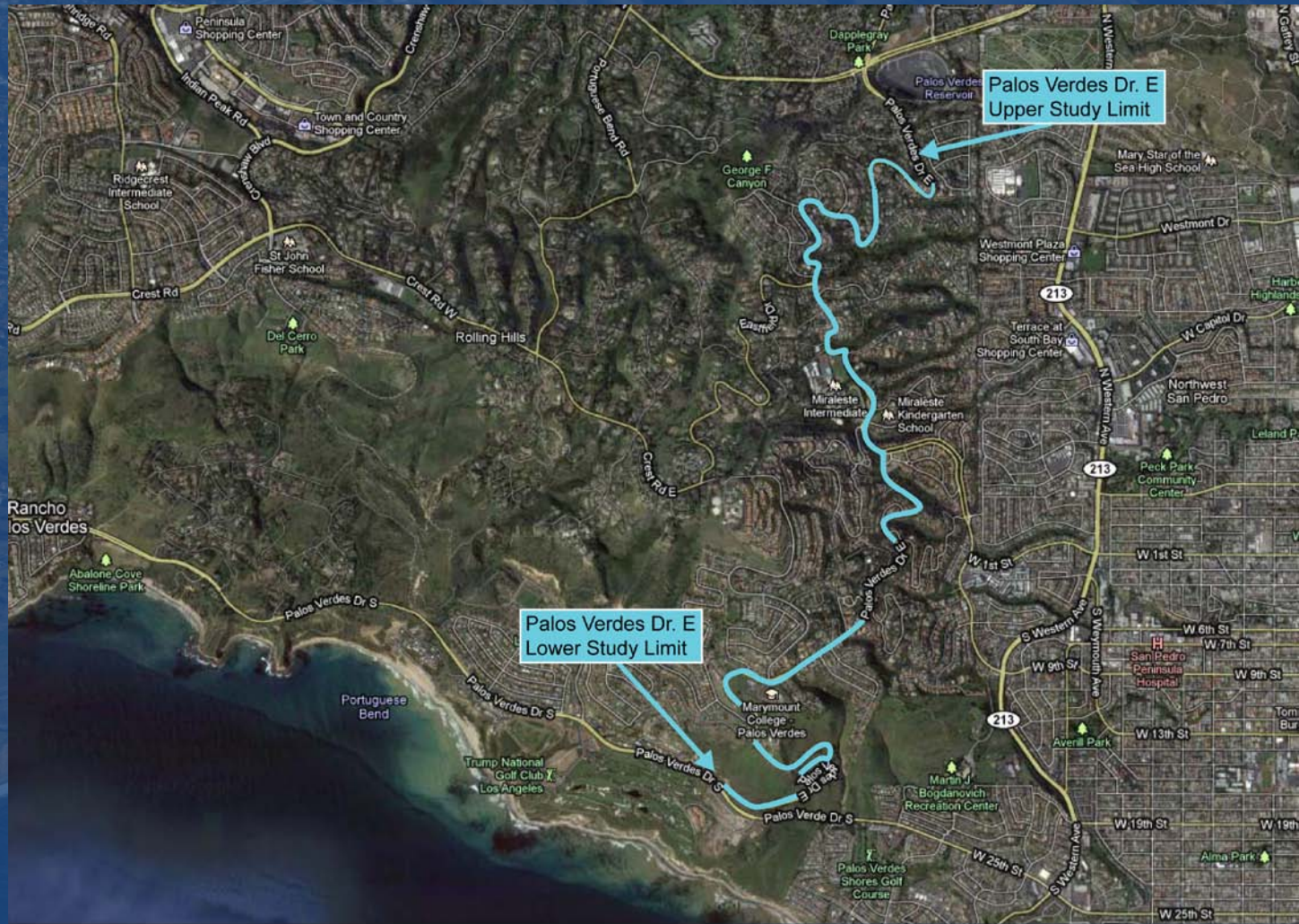
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# INTRODUCTION

## Palos Verdes Drive East (PVDE)

- City of Rancho Palos Verdes, CA
- 6-mile long, 2-lane, winding, steep roadway
- Mostly residential, with 3 schools & retail
- Equestrian area
- Popular weekend spot for cyclists

# PROJECT LOCATION



# PROJECT

Create a Complete Street plan for PVDE to accommodate & reduce conflicts between:

- Vehicles
- Pedestrians
- Bicyclists
- Equestrians

# PROJECT APPROACH

Used a four-pronged approach to develop a Complete Street plan:

- Multimodal Improvements Analysis
- Traffic Safety Analysis
- Planned Improvements Analysis
- Integrated Improvements Analysis & Priority Assessment

# MULTIMODAL ANALYSIS

## Existing Conditions:

- Paved Width: 28' – 74'
- ROW Width: 50' – 115'

## Proposed Minimums:

- Paved Width: 34'
- ROW Width: 45'

# MULTIMODAL ANALYSIS

## Proposed Minimums Would Allow:

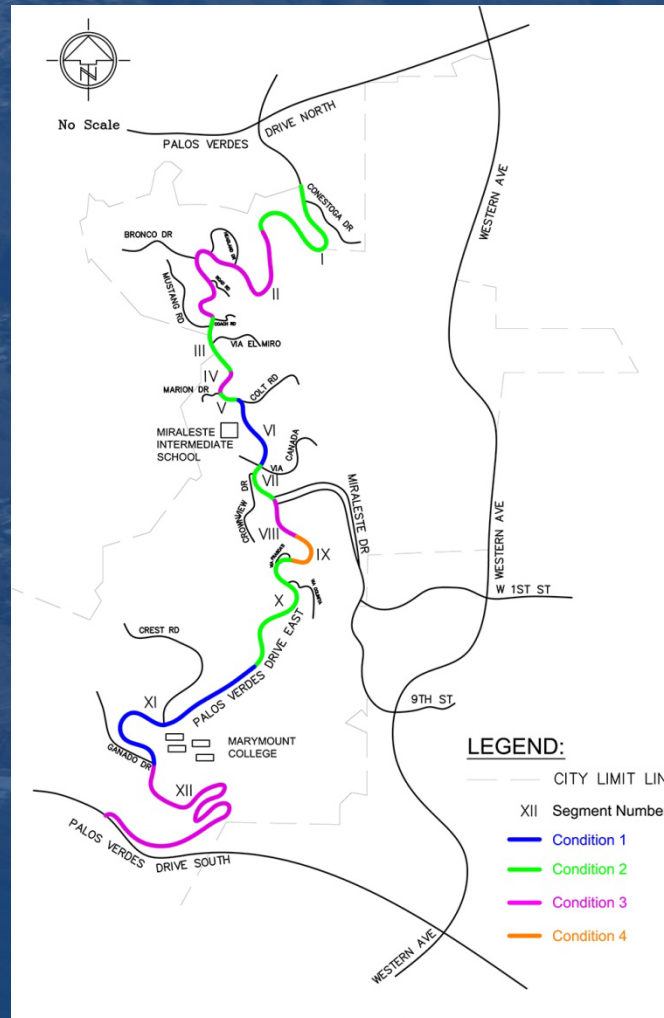
- 12-ft lane each direction
- 5-ft Class II bike lane each direction
- 5-ft Sidewalk, one side
- 6-ft Equestrian Path, one side

# MULTIMODAL ANALYSIS

## Possible Segment Improvement Conditions:

1. Restripe for bike lanes
2. Construct bike lanes & sidewalk, with minimum cut & fill
3. Steep terrain, but feasible to construct bike lanes & sidewalk
4. Widening not feasible - terrain too steep

# CATEGORIZATION OF MULTIMODAL SEGMENT IMPROVEMENTS



# TRAFFIC SAFETY ANALYSIS

Reviewed 3 years of traffic collision data:

- 75 reported collisions
- Collision rate for 2 segments exceeded statewide average of 1.65 Collisions/MVM
- 4 segments had significantly higher rates than the others

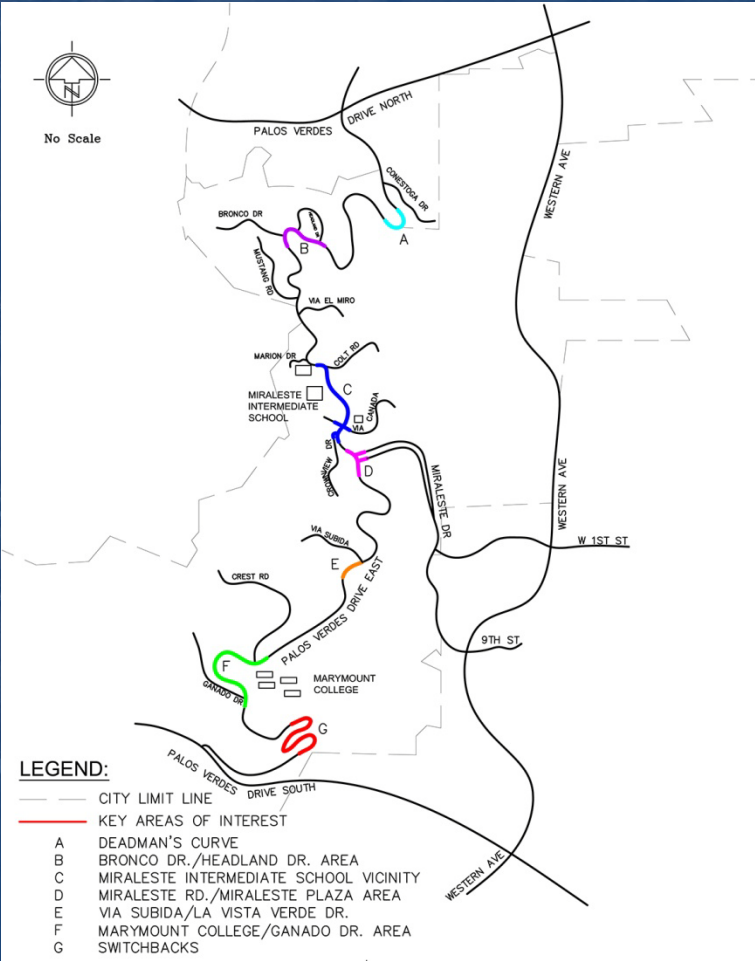


# KEY AREAS OF INTEREST

Identified 7 specific areas with traffic safety concerns, such as:

- Poor condition of equestrian trail
- Poor visibility at uncontrolled pedestrian/equestrian crossings
- Limited sight distance at intersections due to terrain
- Inadequate width for bicyclists

# LOCATIONS OF KEY AREAS OF INTEREST

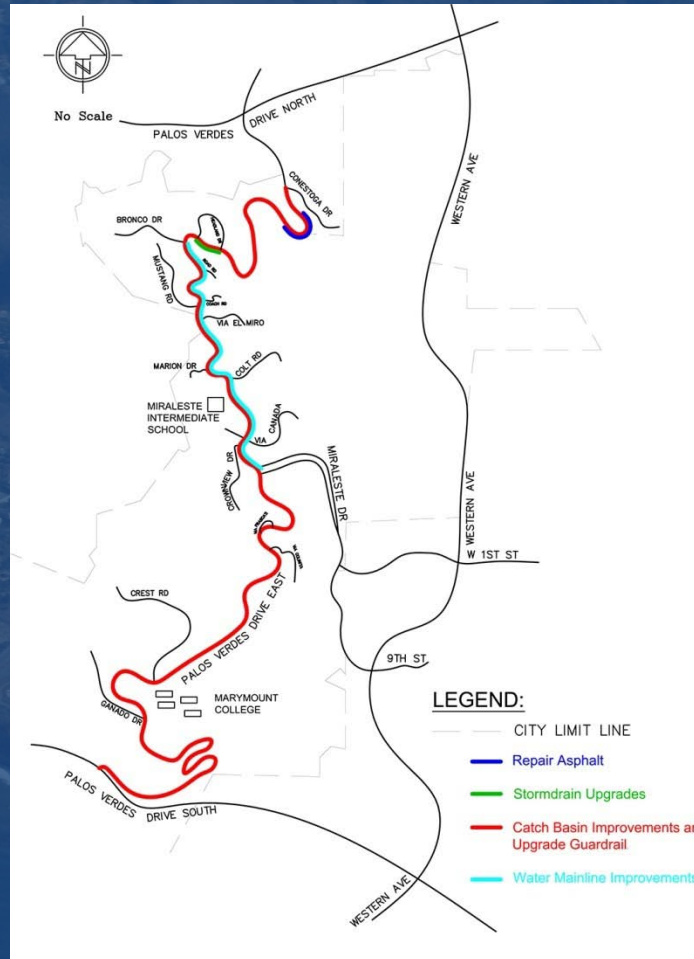


# PLANNED CORRIDOR IMPROVEMENTS

Identified 4 planned improvements:

- Asphalt repair
- Storm drain upgrades
- Catch basin improvements
- Water mainline improvements

# PALOS VERDES DRIVE EAST PLANNED CORRIDOR IMPROVEMENTS



# PRIORITY OF INTEGRATED CORRIDOR IMPROVEMENTS

Proposed multimodal, safety and planned improvements were prioritized based on:

#1 Safety

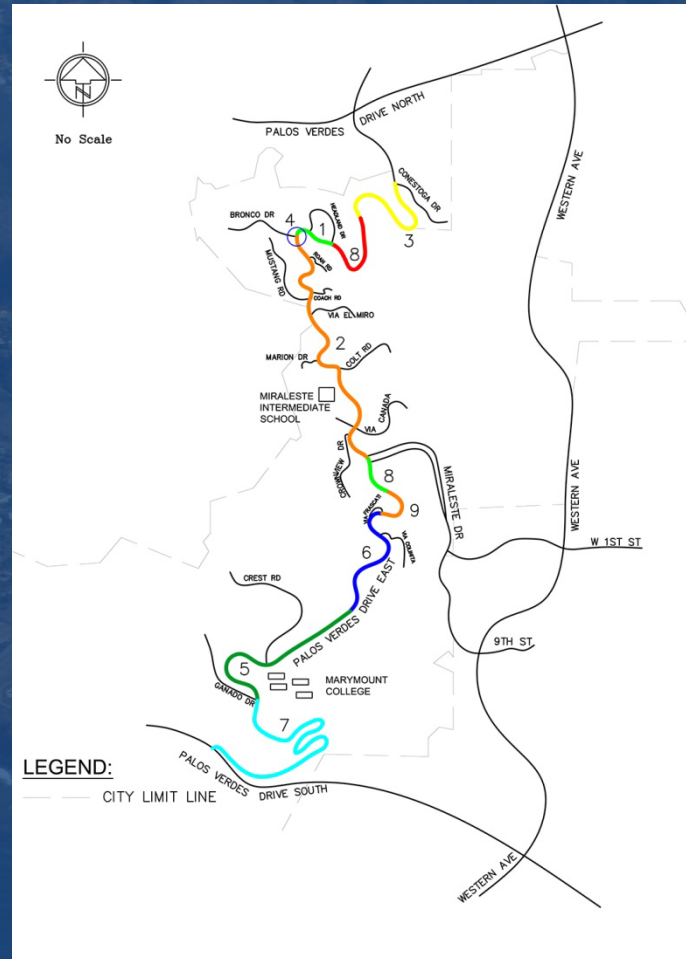
#2 Coordination with other planned/  
proposed improvements

#3 Linkages to other segments

# PRIORITY TABLE OF INTEGRATED CORRIDOR IMPROVEMENTS

PRIORITY	SECTION OF PVDE	PROPOSED ACTION
1	Headland Drive to Bronco Drive	<ul style="list-style-type: none"> <li>Widen PVDE in conjunction with the storm drain upgrades to upgrade/provide equestrian/pedestrian path and bike lanes</li> </ul>
2	Bronco Drive to Miraleste Drive	<ul style="list-style-type: none"> <li>Study the intersection of PVDE and Miraleste to determine appropriate improvements</li> <li>Widen PVDE in conjunction with the water mainline improvements, to provide sidewalks, equestrians paths, and bike lanes, as appropriate, and high-visibility crosswalks at Via Cañada</li> </ul>
3	Deadman's Curve	<ul style="list-style-type: none"> <li>Widen PVDE in conjunction with the asphalt repairs to provide/upgrade equestrian/pedestrian paths and bike lanes to the bend west of Horseshoe Lane</li> <li>May require delaying the asphalt repairs</li> </ul>

# PRIORITY OF INTEGRATED CORRIDOR IMPROVEMENTS



# FOLLOW-UP ACTIONS

## Follow-up Actions:

- Plan approved by the City Council
- Identify projects for Capital Improvement Program (CIP)
- Apply for grant funding
- Identify additional studies/design

Questions?