



## Staff Report

**TO:** City Council  
**FROM:** Jeff Hart, Public Works Director  
**DATE:** August 02, 2022  
**SUBJECT:** Traffic Mitigation Measures for Veile Avenue at Sixth Street

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### **Background and Analysis:**

On May 18, 2021, staff brought forth a discussion item regarding traffic, safety, and public concerns regarding the intersection of Veile Avenue and Sixth Street. Previous analysis was done to study various options to alleviate concerns regarding illegal left turns from northbound Veile Avenue to westbound Sixth Street, safety impacts from truck traffic making eastbound turns onto Sixth Street from northbound Veile Avenue, and safety impacts from truck traffic making southbound turns onto Veile Avenue from eastbound Sixth Street.

City Council direction from the May 2021 meeting was to move forward with a concept to close Veile Avenue from Luis Estrada Road to Sixth Street. Though no public comments of opposition were made at the meeting, staff received several complaints about the potential closure afterwards and was directed to hold off on moving forward with the requested concept.

At City Council's request, staff is now bringing forth potential options to mitigate the public safety concerns and is seeking direction on a preferred path forward.

### **Previous Mitigation Measures**

Sixth Street in this area is a main collector that provides access to both Interstate 10 and State Route 60 westbound, as well as providing entry to the downtown area from both Interstate 10 and State Route 60 eastbound. The traffic movements on Sixth Street are free and Veile Avenue northbound is controlled by a STOP sign to enter Sixth Street. Sixth Street westbound has two through lanes including a de-facto right turn lane for the Westbound on ramp to I-10 at the intersection of Sixth Street and Veile

Avenue. See following graphic for location:



Staff installed raised delineators along the centerline of Sixth Street fronting Veile Avenue in 2020, which has nearly alleviated all occurrences of illegal left turns from Veile Avenue northbound onto Sixth Street westbound.

### **Potential Additional Mitigation Measures**

In order to address potential public and safety concerns, staff is recommending a phased approach (if necessary) to minimize concerned activity. The first phase would include implementation of additional signing and striping to clearly show legal truck routes, as well as prohibited routes established in previous analysis associated with the Rolling Hills Specific Plan. Signage would include the following:

#### **Figure 1**

- Notification of established truck route at intersection of Veile Ave/Fourth Street
- Postage of NO TRUCK TRAFFIC at eastbound Fourth Street beyond Veile Ave, and
  - Eastbound Fourth Street at Elm Ave
  - Eastbound Fourth Street at Olive Ave
- Postage of established truck route along southbound Veile between Fourth Street and First Street
- Postage of established truck route along northbound Veile between Fourth Street and Luis Estrada Road

**Figure 1**



**Figure 2**

- Notification of established truck route at SE corner intersection of Veile Ave/Luis Estrada Rd
- Postage of NO TRUCK TRAFFIC at NE corner intersection Veile Ave/Luis Estrada Rd
- Postage of NO TRUCK TRAFFIC at NE corner intersection Sixth St/Elm Ave
- Postage of NO TRUCK TRAFFIC at NE corner intersection Sixth St/Wellwood Ave
- Postage of NO TRUCK TRAFFIC at NE corner intersection Sixth St/Egan Ave

Figure 2



In addition to the previous listed measures, staff is also proposing to work with existing businesses in the vicinity to make them aware of established truck routes. Staff will create a single page reader that shall be provided to employers to disseminate to staff, as well as a request for the information to be provided to all incoming truck drivers. Many of these businesses contract drivers which further compounds the public safety concerns due to the unfamiliarity of the area. Providing information to these drivers upon entry that clearly depicts established truck routes and prohibitions should help minimize future concerns.

Staff is also recommending a monitoring period of 6 months after implementation to assess effectiveness of proposed mitigations. Should the improvements be ineffective, additional measures will be brought forth, including partial or complete closure of Veile Avenue between Luis Estrada and Sixth Street. See following figures 3-6 for potential options showing:

- Figure 3 – Closure of NB Veile Ave from Luis Estrada to Sixth Street to prohibit all vehicular and truck traffic in NB direction.
- Figure 4 – Closure of SB Veile Ave from Luis Estrada to Sixth Street to prohibit all truck traffic, though allowing vehicular traffic in SB direction.
- Figure 5 – Closure of SB Veile Ave from Luis Estrada to Sixth Street to prohibit all vehicular and truck traffic in SB direction.
- Figure 6 – Closure of Veile Ave in both directions from Luis Estrada to Sixth Street to prohibit all vehicular and truck traffic.

Figure 3 ~ Closure of Northbound Veile Avenue

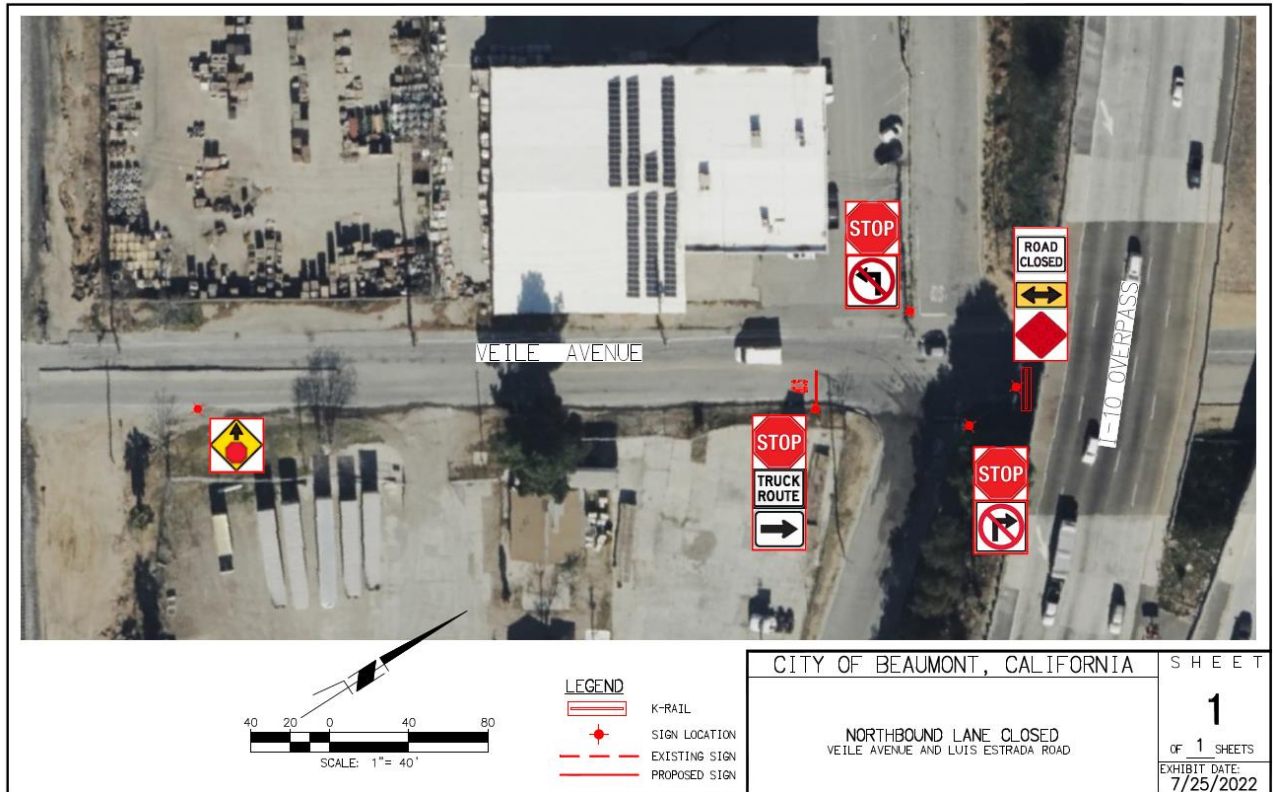


Figure 4 ~ Closure of Southbound Veile Avenue to Truck Traffic

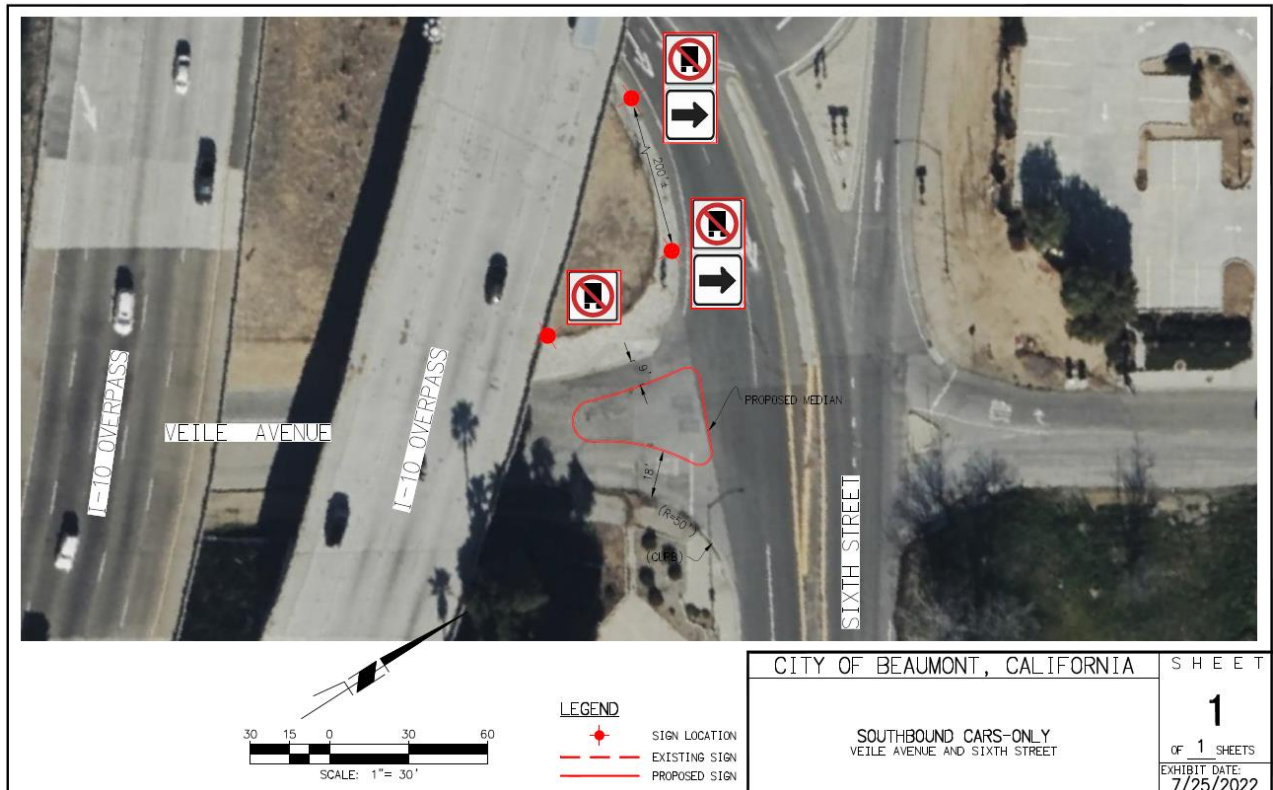


Figure 5 ~ Closure of Southbound Veile Avenue to All Traffic

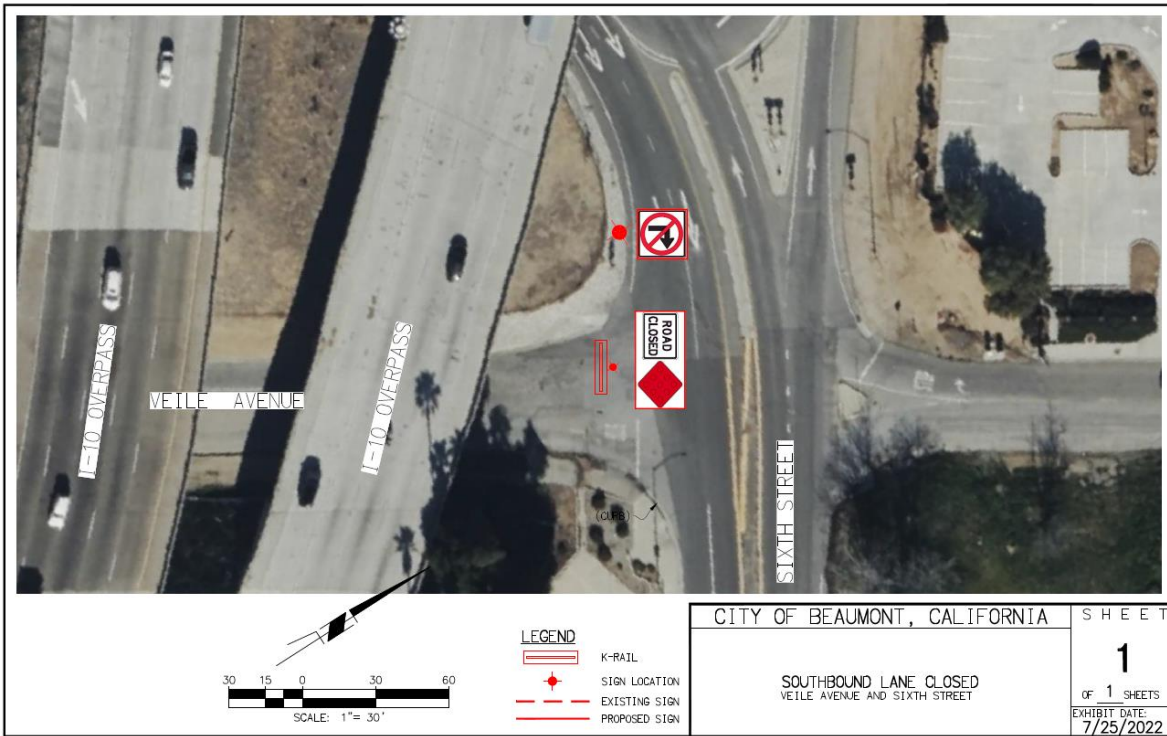
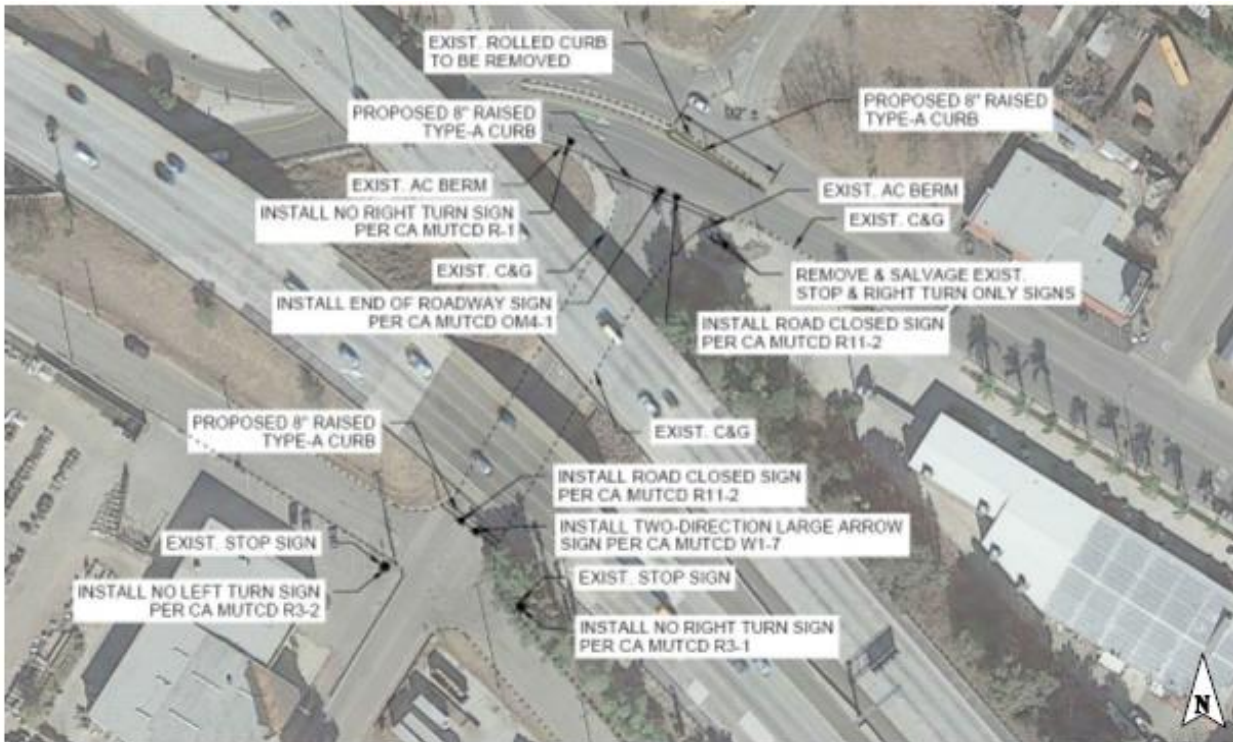


Figure 6 ~ Closure of Veile Avenue to All Traffic



## State Route 60 Eastbound to Interstate 10 Westbound Interchange

Additional safety concerns have been raised about the transition from EB State Route 60 to WB Interstate 10. The existing transition requires traffic to exit State Route 60, immediately merge left in conflict with EB Interstate 10 traffic exiting at Sixth Street, in order to enter the on-ramp to WB Interstate 10 at its intersection with Sixth Street (see following graphic). Since this transition solely lies within the California Department of Transportation jurisdiction (Caltrans), staff intends to begin outreach with Caltrans to explore potential remedies to mitigate the safety risk.



### **Fiscal Impact:**

The cost of preparing the staff report is estimated to be \$500. The estimated costs for the recommended mitigations are anticipated to be \$7,500 which will be paid from the Streets Budget, GL 100-3250-7070-0000, Special Department Supplies.

### **Recommended Action:**

Provide staff direction on whether or not to implement recommended traffic mitigation measures.