

Morningside Drive is a two lane north-south street that runs between 26th Street and 27th Street/Gould Avenue. There is also a segment of Morningside Drive that extends north from 25th Street to a dead-end at the southeast corner of the school site and the southwest corner of Valley Park. The speed limit on Morningside Drive is 25 mph.

Myrtle Avenue is a two lane north-south street that abuts the west side of the school site. It is a local residential street that runs between 24th Street and 26th Street. The speed limit on Myrtle Avenue is 25 mph.

Park Avenue is a two lane north-south street located southeast of the school site. This local residential street runs between Monterey Boulevard and 25th Street. The speed limit on Park Avenue is 25 mph.

Monterey Boulevard is a two lane north-south street that curves to the west to become an east-west street two blocks south of the school site. The speed limit on Monterey Boulevard is 25 mph, although there are advisory speed plaques that caution drivers to drive at 15 mph while traversing curves.

Valley Drive and *Ardmore Avenue* are two lane north-south streets located approximately one-quarter mile east of the school site. These parallel arterial roadways run throughout the length of Hermosa Beach and extend north through Manhattan Beach. The speed limit on Valley Drive is 25 mph. The speed limit on Ardmore Avenue is 30 mph south of Gould Avenue and 35 mph north of Gould Avenue.

In addition to the streets listed above and shown on Figure 1, there are other local streets in the vicinity of the school that might be used as access routes; i.e., *Silverstrand Avenue* and *Ozone Court*. These are two lane streets located south of the school site. Silverstrand Avenue is a north-south street located between Myrtle Avenue and Park Avenue and Ozone Court is a north-south street located between Myrtle Avenue and Manhattan Avenue.

Existing Traffic Volumes

Manual traffic counts were taken at the 17 study area intersections in April 2018 during the morning and afternoon peak periods. The morning counts were taken from 7:00 to 9:00 a.m. and the afternoon counts were taken from 2:00 to 3:30 p.m. The counts were taken on Tuesday, April 24 and Thursday, April 26. The half-hour interval of peak traffic flow within the monitoring period was identified for each intersection. Figure 2 in Appendix 2 shows the existing peak half-hour traffic volumes and turning movements at each intersection. The observed traffic volumes were rounded up to the nearest five.

Intersection Levels of Service

A level of service (LOS) analysis at the study area intersections was conducted using the Highway Capacity Manual (HCM) methodology. The average levels of vehicle delay at the stop signs for each intersection and the resulting levels of service were determined using the Highway Capacity Software (HCS).

Level of service values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little or no delay to motorists, while LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating “capacity” of a roadway.