

**CITY OF REDONDO BEACH
PUBLIC WORKS AND SUSTAINABILITY COMMISSION AGENDA
Monday, April 22, 2024**

415 DIAMOND STREET, REDONDO BEACH

CITY COUNCIL CHAMBER

**REGULAR MEETING OF THE PUBLIC WORKS AND SUSTAINABILITY
COMMISSION - 7:00 PM**

**ALL PUBLIC MEETINGS HAVE RESUMED IN THE CITY COUNCIL
CHAMBER. MEMBERS OF THE PUBLIC MAY PARTICIPATE IN-PERSON,
BY ZOOM, EMAIL OR eCOMMENT.**

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If you are participating by phone, be sure to provide your phone # when registering. You will be provided a Toll Free number and a Meeting ID to access the meeting. Note; press # to bypass Participant ID. Attendees will be muted until the public participation period is opened. When you are called on to speak, press *6 to unmute your line. Note, comments from the public are limited to 3 minutes per speaker.

eCOMMENT: COMMENTS MAY BE ENTERED DIRECTLY ON WEBSITE AGENDA PAGE:

<https://redondo.granicusideas.com/meetings>

- 1) Public comments can be entered before and during the meeting.
- 2) Select a SPECIFIC AGENDA ITEM to enter your comment;
- 3) Public will be prompted to Sign-Up to create a free personal account (one-time) and then comments may be added to each Agenda item of interest.
- 4) Public comments entered into eComment (up to 2200 characters; equal to approximately 3 minutes of oral comments) will become part of the official meeting record.

EMAIL: TO PARTICIPATE BY WRITTEN COMMUNICATION WITH ATTACHED

DOCUMENTS BEFORE 3PM DAY OF MEETING:

Written materials that include attachments pertaining to matters listed on the posted agenda received after the agenda has been published will be added as supplemental materials under the relevant agenda item. Lauren.Sablan@Redondo.org

REGULAR MEETING OF THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION - 7:00 PM

- A. CALL MEETING TO ORDER**
- B. ROLL CALL**
- C. SALUTE TO THE FLAG**
- D. APPROVE ORDER OF AGENDA**
- E. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS**

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

E.1. [BLUE FOLDER](#)

F. CONSENT CALENDAR

Business items, except those formally noticed for public hearing, or discussion are assigned to the Consent Calendar. The Commission Members may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion following Oral Communications.

F.1. [APPROVE AFFIDAVIT OF POSTING FOR THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING](#)

F.2. [APPROVE THE FOLLOWING PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING MINUTES](#)

[A. JANUARY 22, 2024 PWSC REGULAR MEETING](#)

F.3. [RECEIVE AND FILE PUBLIC WORKS AND SUSTAINABILITY APPROVED PROJECTS STATUS UPDATES](#)

F.4. [RECEIVE AND FILE THE UPDATE ON THE NATIVE PLANTING AND POLLINATORS SUBCOMMITTEE UPDATE](#)

G. EXCLUDED CONSENT CALENDAR ITEMS

H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

This section is intended to provide members of the public with the opportunity to comment on any subject that does not appear on this agenda for action. This section is limited to 30 minutes. Each speaker will be afforded three minutes to address the Commission. Each speaker will be permitted to speak only once. Written requests, if any, will be considered first under this section.

H.1. [PUBLIC PARTICIPATION ON NON-AGENDA ITEMS](#)

I. ITEMS CONTINUED FROM PREVIOUS AGENDAS

J. ITEMS FOR DISCUSSION PRIOR TO ACTION

- J.1.** [DISCUSSION REGARDING THE PROPOSED 2024-25 FY FUNDING FOR CAPITAL IMPROVEMENT PROJECTS \(CIP\)](#)
- J.2.** [DISCUSSION AND POSSIBLE ACTION REGARDING REQUESTED ALL WAY STOP INSTALLATIONS AT THE INTERSECTIONS OF DIAMOND/GERTRUDA AND DIAMOND/GUADALUPE](#)
- J.3.** [DISCUSSION AND POSSIBLE ACTION REGARDING THE INSTALLATION OF A SPEED CUSHION ALONG THE 700 BLOCK OF N JUANITA AVENUE](#)
- J.4.** [DISCUSSION AND POSSIBLE ACTION FOR THE SCHEDULING OF A PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING IN THE MONTH OF MAY 2024](#)

K. MEMBER ITEMS AND REFERRALS TO STAFF

L. ADJOURNMENT



Administrative Report

E.1., File # PWS24-0672

Meeting Date: 4/22/2024

TITLE
BLUE FOLDER



Administrative Report

F.1., File # PWS24-0673

Meeting Date: 4/22/2024

TITLE

APPROVE AFFIDAVIT OF POSTING FOR THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION
MEETING

PROOF OF POSTING

I, Lauren Sablan, hereby declare, under penalty of perjury, that I am over the age of 18 years and am employed by the City of Redondo Beach, and that the following document:

Agenda Dated April 22, 2024

of the Public Works and Sustainability Commission
(City Council/Board/Commission/Committee)

was posted by me at the following locations (s) on the date and hour noted below:

Posted on: April 18, 2024 at 6:30 pm
(date) (hour)

Posted at: DOOR "1" BULLETIN BOARD

and at CITY CLERK'S OFFICE

Lauren Sablan, Principal Engineer

04/18/2024
Date



Administrative Report

F.2., File # PWS24-0674

Meeting Date: 4/22/2024

TITLE

APPROVE THE FOLLOWING PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING MINUTES

A. JANUARY 22, 2024 PWSC REGULAR MEETING

A. CALL TO ORDER

A Regular Meeting of the Redondo Beach Public Works and Sustainability Commission was called to order by Chair Simpson at 7:00 P.M., in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California, and teleconference.

B. ROLL CALL

Commissioners Present: Nafissi, Beeli, Tsao, Vice Chair Arrata, and Chair Simpson

Commissioners Absent: Bajaj and Funabashi

Officials Present: Lauren Sablan, Principal Engineer
Andrew Winje, City Engineer
Ryan Liu, Traffic Engineer

C. SALUTE TO THE FLAG

Commissioner Tsao led the Commissioners in a Salute to the Flag.

D. APPROVE ORDER OF AGENDA

Motion by Vice Chair Arrata, seconded by Commissioner Nafissi, to approve the order of agenda. Motion carried unanimously, with no objection:

AYES: Nafissi, Beeli, Tsao, Vice Chair Arrata, and Chair Simpson

NOES: None

ABSENT: Bajaj, Funabashi

E. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS

E.1. BLUE FOLDER

Motion by Vice Chair Arrata, seconded by Commissioner Beeli, to receive and file blue folder items. Motion carried unanimously, with no objection:

AYES: Nafissi, Beeli, Tsao, Vice Chair Arrata, and Chair Simpson

NOES: None

ABSENT: Bajaj, Funabashi

F. CONSENT CALENDAR

F.1. AFFIDAVIT OF POSTING

F.2. RECEIVE AND FILE PUBLIC WORKS AND SUSTAINABILITY COMMISSION APPROVED PROJECTS AND STATUS UPDATES

F.3. RECEIVE AND FILE UPDATES TO THE 12-MONTH STRATEGIC PLAN OBJECTIVES ADOPTED BY COUNCIL ON MAY 30, 2023

Chair Simpson opened the floor to public comments.

Principal Engineer Sablan confirmed there were no eComments and public comments.

Seeing no requests to speak, Chair Simpson closed the floor to public comments.

Motion by Commissioner Beeli, seconded by Commissioner Nafissi, to approve the Consent Calendar. Motion carried unanimously, with no objection:

AYES: Nafissi, Beeli, Tsao, Vice Chair Arrata, and Chair Simpson

NOES: None

ABSENT: Bajaj, Funabashi

G. EXCLUDED CONSENT CALENDAR ITEMS

None.

H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

H.1. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Chair Simpson opened the floor to public comments.

Principal Engineer Sablan confirmed there were no eComments and public comments.

Seeing no requests to speak, Chair Simpson closed the floor to public comments.

I. ITEMS CONTINUED FROM PREVIOUS AGENDAS

None.

J. ITEMS FOR DISCUSSION PRIOR TO ACTION

J.1. DISCUSSION AND POSSIBLE ACTION REGARDING PROCEEDING WITH AN ALL WAY STOP INSTALLATION AT THE INTERSECTION OF MACKAY LANE AND GRAHAM AVENUE

Traffic Engineer Liu, provided a presentation regarding all way stop installation at the intersection of MacKay Lane and Graham Avenue. The presentation included the following details:

- Vicinity Map
- Survey Response/Petition Signature Map
- Intersection Safety Screening – Graham/MacKay
- Available Alternatives

Chair Simpson opened the floor to public comments.

1. Colby Capuluto expressed concern regarding traffic safety and spoke in support of a stop sign.
2. Cynthia Brackin spoke in support of the item.

Principal Engineer Sablan confirmed there were no eComments and no additional public comments.

Seeing no additional requests to speak, Chair Simpson closed the floor to public comments.

Vice Chair Arrata spoke in support of the all way stop installation.

Motion by Vice Chair Arrata, seconded by Commissioner Tsao, to approve an all way stop installation at Graham and Mackay. Motion carried unanimously, with no objection:

AYES: Nafissi, Beeli, Tsao, Vice Chair Arrata, and Chair Simpson

NOES: None

ABSENT: Bajaj, Funabashi

J.2. RECEIVE PUBLIC INPUT AND PROVIDE DIRECTION TO STAFF REGARDING MODIFICATIONS OF RED CURBS (NET PARKING GAIN) AT 517 EMERALD STREET

Traffic Engineer Liu provided a PowerPoint presentation on modifications of red curbs at 517 Emerald Street. The presentation included the following details:

- Vicinity Map
- Available Alternatives

Chair Simpson asked why there was a red curb placed there.

Transportation Engineer Liu spoke regarding the history of the red curb.

Commissioner Nafissi asked for clarification regarding the number of spaces available with the removal of the red curb.

Discussion ensued regarding available space with modifications to the red curb and traffic review of the area.

Transportation Engineer Liu answered the Commissioners' questions and provided clarification.

Chair Simpson opened the floor to public comments.

Principal Engineer Sablan confirmed there were no eComments received and no public comments.

Seeing no requests to speak, Chair Simpson closed the floor to public comments.

Motion by Commissioner Beeli, seconded by Commissioner Nafissi, to remove approximately 40 feet of red curb on the North side of Emerald Street between Central Court and Francisca Avenue as shown in Attachment A. Motion carried unanimously with no objection:

AYES: Nafissi, Beeli, Tsao, Vice Chair Arrata, and Chair Simpson

NOES: None

ABSENT: Bajaj, Funabashi

Chair Simpson asked for clarification regarding the process for the removal of red curb paint.

Transportation Engineer Liu spoke regarding the process of red curb removal.

J.3. RECEIVE PUBLIC INPUT AND PROVIDE DIRECTION TO STAFF REGARDING MODIFICATIONS OF RED CURBS (NET PARKING GAIN) ALONG THE 700-800 SECTION OF MEYER LANE

Traffic Engineer Liu provided a PowerPoint presentation regarding modification of red curbs along the 700-800 section of Meyer Lane. The presentation included the following details:

- Vicinity Map
- Available Alternatives

Commissioner Tsao asked why the previous commission rejected the modifications.

Commissioner Nafissi asked how many parking spaces the modifications would increase.

City Engineer Winje and Traffic Engineer Liu answered the Commissioners' questions and provided clarification.

Chair Simpson opened the floor to public comments.

1. Douglas McAdams spoke in opposition of the red curb modifications.

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2. Jenny Delgado echoed previous comments.
3. Todd Mosich spoke in opposition of the red curb modifications and requested other streets be looked at
4. Karen Reed spoke regarding the red curb modifications and current accidents in the area.
5. Nicholas Verhey spoke in support of a stop sign at the intersection and the removal of red curbs on the west side of the street and in front of the church.
6. Cynthia Priebe expressed concern regarding public safety and spoke in opposition of the red curb modifications.
7. Mark Lilien echoed previous comments.
8. Ted Priebe expressed concern regarding public safety.

Principal Engineer Sablan confirmed there were three eComments received and no additional public comments.

Seeing no additional requests to speak, Chair Simpson closed the floor to public comments.

Commissioner Nafissi asked for clarification regarding line of sight with the modification of red curb and history of traffic mitigation.

Traffic Engineer Liu spoke regarding line of sight and conditions of the red curb.

City Engineer Winje stated he has never addressed speed on this street and spoke regarding analysis completed and a potential traffic calming analysis.

Discussion ensued regarding the removal of red curb at various locations, red curb policy, speed concerns, and resident surveying.

Motion by Commissioner Nafissi, seconded by Vice Chair Arrata, to survey residents and explore traffic calming measures, and all way stop along the 700-800 section of Meyer Lane. Motion carried unanimously with no objection:

AYES: Nafissi, Beeli, Tsao, Vice Chair Arrata, and Chair Simpson

NOES: None

ABSENT: Bajaj, Funabashi

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J.4. DISCUSSION AND POSSIBLE ACTION REGARDING REQUIREMENTS FOR NATIVE PLANTING AND POLLINATORS IN THE PUBLIC RIGHT OF WAY, CITY OWNED PROPERTY, AND DEVELOPMENT STANDARDS ON COMMERCIAL PROPERTIES – SUBCOMMITTEE UPDATE

City Engineer Winje provided a presentation regarding the requirements for native planting and pollinators in the public right of way, City owned property, and development standards on commercial properties. The presentation included the following details:

- Background
- Available Alternatives

Chair Simpson spoke in support of the item.

Chair Simpson opened the floor to public comments.

Principal Engineer Sablan confirmed there were no eComments received and no public comments.

Seeing no requests to speak, Chair Simpson closed the floor to public comments.

Motion by Vice Chair Arrata, second by Commissioner Tsao, to direct the subcommittee to work with staff to finalize proposed recommendation for potential approval at a future meeting. Motion carried unanimously with no objection:

AYES: Nafissi, Beeli, Tsao, Vice Chair Arrata, and Chair Simpson

NOES: None

ABSENT: Bajaj, Funabashi

K. MEMBER ITEMS AND REFERRALS TO STAFF

Commissioner Nafissi spoke regarding the date for installation of the light on Beryl Street and Maria and requested staff look into the removal of red curb at the south side of Paulina and Maria.

Commissioner Tsao commented on the traffic accident on Pacific Coast Highway (PCH) and Carnelian Street and asked whether staff was looking into traffic control.

City Engineer Winje stated the traffic accident is currently an ongoing investigation and clarified PCH is in Cal Trans jurisdiction.

Commissioner Nafissi expressed concern regarding public safety.

Chair Simpson requested a status update on the project at Grant Avenue and stated the fire hydrant at intersection of Grant and Flagler NE side was moved and requested the fire lane/red curb be removed.

City Engineer Winje stated staff is working with Southern California Edison on finishing up the project on Grant Avenue.

Traffic Engineer Liu added that staff is pending finalized traffic signal plans for Grant Avenue.

Commissioner Beeli asked whether Public Works maintains City parks.

City Engineer Winje confirmed.

L. ADJOURNMENT

Motion by Commissioner Tsao, second by Commissioner Beeli, to adjourn the meeting at 8:19 P.M. Motion carried unanimously, with the following roll call vote:

AYES: Nafissi, Beeli, Tsao, Vice Chair Arrata, and Chair Simpson

NOES: None

ABSENT: Bajaj, Funabashi

The next meeting of the Redondo Beach Public Works and Sustainability Commission will be a regular meeting to be held at 7:00 P.M. on February 26, 2024, in the Redondo Beach Council Chambers, at 415 Diamond Street, Redondo Beach, California.

All written comments submitted via eComment are included in the record and available for public review on the City website.

Respectfully submitted:

Andrew Winje
Public Works Director



Administrative Report

F.3., File # PWS24-0675

Meeting Date: 4/22/2024

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: Public Works Department

TITLE

RECEIVE AND FILE PUBLIC WORKS AND SUSTAINABILITY APPROVED PROJECTS STATUS UPDATES

SUMMARY

Based on the Public Works and Sustainability Commission recommendation, Staff has prepared a table comprised of all projects that have been reviewed and then forwarded by the Commission to City Council for final approval since August 26, 2019. The table is included as Attachment 1. Staff will continue providing ongoing project status updates to the current Public Works and Sustainability Commission in tabular format on a quarterly basis.

The most recent update was given at the Public Works and Sustainability Commission meeting in January 2024 for Q4 of 2023. Ten new items have been added since the last report. Nine items were deemed complete this last quarter and will be dropped from the tracking table after tonight's meeting.

ATTACHMENT

Public Works and Sustainability Commission Project Status Updates List

PUBLIC WORKS AND SUSTAINABILITY COMMISSION APPROVED PROJECTS - QUARTERLY STATUS UPDATE

Q1 2024

PROJECT NAME (DESCRIPTION)	PWSC MEETING DATE	PWSC RECOMMENDATION	STAFF ACTION	CC MEETING DATE	CC ACTION	PROJECT STATUS	NOTES & PROJECT STATUS FOLLOWING CC MEETING
Beryl @ Paulina - Red Curb Mods	3/25/2024	PWSC Approval PWSC recommended City Manager and CC discussions with Torrance counterparts	Implement	NA	none required	Complete	Curb modifications completed early April 2024.
Truck Routes in So RB	3/25/2024		refer to CM and CC	TBD		Pending	CM initiating talks with Torrance counterpart
RBMC Revisions - AB 413	3/25/2024	Recommend to advance to CC	refer to CA for review	TBD		Pending	Currently under review with CA's office
Curbspace at 2400 Artesia	3/25/2024	PWSC Approval	Inform Planning Dept	NA	none required	Pending	City to implement at developer cost once project is built.
Ripley/Pullman/Mackay - Interseciton Imporvements	2/26/2024	Recommend to advance to CC	refer to CC and Implement as directed	3/19/2024	adopted staff recommendation	Pending	Staff issued WO 3/21/24 to implement trial changes. Trial expected to commence week of 4/15/24
Red Curb - 1902 Ripley	2/26/2024	PWSC rejection	close matter	NA	none required	Complete	
AWS - Ave B and Juanita	2/26/2024	Recommend to advance to CC		3/19/2024	CC approved 3/19/2024	Pending	WO issued to install stop sign 3/20/24
Red Curb Mods - 700 & 800 Blocks of Meyer Ln	1/22/2024	PWSC recommended further study and resident input	staff to study	TBD		pending	City collected data March 2024, is currently preparing survey
Red Curb Mods - 517 Emerald	1/22/2024	PWSC Approval	implement	NA	none required	Complete	curb modifications completed February 2024
AWS - Mackay & Graham	1/22/2024	Recommend to advance to CC	refer to CC and Implement as directed	2/20/2024	adopted staff recommendation	Complete	stop sign installed March 2024
Diamond St Change to Street Sweeping Hours / Parking Restrictions	11/27/2023	Recommend to advance to CC	Forward to CC	1/16/2024	Council adopted change to 8 to 9 AM on Mondays	Complete	Work order given for installation on 1/17/24
Speed Cushions - 800 Blk N Lucia	11/27/2023	Recommend Speed Cushions move forward to CC	Forward to CC	2/6/2024	CC approved	Complete	pending City Council action
Changes to TS at Beryl and Maria	11/27/2023	Upgrade TS to 12-inch lights, add 4th crosswalk, defer removal of mast arms on Lucia	Staff to order upgraded materials	not needed	n/a	Pending See notes	poles and signals arrived April 2024, installation immediately pending
AWS at Flagler and Speyer	11/27/2023	Recommend AWS installation	Forward to CC	12/19/2023	Approve AWS installation	Complete	Stop sign was installed in January 2024.
Pollinator Policy	10/23/2023	Subcommittee (Tsao, Beeli, Arrata) formed for further study	None Req'd			Pending See notes	Subcommittee presentaion in Jan 2024, direct to review w staff and return
Public Hearing re Pref Parking Zone on N Gertruda	8/28/2023	Move forward with Pref Parking Zone - daytimes for res frontage & provide letter to adjoacent businesses	Forward to CC	TBD	Approved by CC pending approval by Coastal Commission, if needed	Pending See notes	staff determining whether this item needs Coastal Commisison approval
RB Blvd. Corridor MAT Project	6/26/2023	Support project but recommend staff seek additional public input	Met w D3&D4 CM's to organize additional input	TBD	TBD	Complete	Additional input solicited and recevied form RBUSD. Awaiting finalization of 15% Conceptual Design for further outreach / CC approval

PROJECT NAME (DESCRIPTION)	PWSC MEETING DATE	PWSC RECOMMENDATION	STAFF ACTION	CC MEETING DATE	CC ACTION	PROJECT STATUS	NOTES & PROJECT STATUS FOLLOWING CC MEETING
500 Block of N. Helberta Traffic Improvements	1/23/2023	Recommend converting Helberta to one way to the north.	Forward to CC	3/19/2024	CC approved interim turn restrictions during peak school hours, removal of center line striping, and data collection	Pending See notes	Centerline striping removed as of 4/9/2024. Before data collected during last week of March. Work order issued to install peak period turn restrictions, prior to collecting after data. To be installed week of 4/15/24 with coordination from RBPB
Provide input regarding pedestrian improvements in the Riviera Village	3/28/2022	Support staff recommendation to make improvements to 2 key crosswalks, study implications of changing traffic circulation, explore conversion of Catalina into a plaza	Forward to CC See Project Status	4/19/2022	Authorized one way study, add'l stop sign at Ave I, notify for input the AWS at Ave Del Norte and Via El Prado with current funding, propose funding for mid block crossing on Avenue I, speed table on Avenida Del Norte, bulbouts on Catalina at Ave I and Vista Del Mar in FY2022-23 CIP	Pending See Notes	AWS at Via el Prado, installed. Ave I bulb out construction completed. Quotes being sought for ped crossing system. Design work for Vista Del Norte pending. Grant funding approved by METRO Board on 9/28/23 w funds available July 2024. Quick build bulbouts are being installed week of 4/9/2024 at Ave I and Vista del Mar.
Alta Vista Park Access Traffic Calming	6/28/2021	Approve analysis, design, installation of updated E&T survey, speed cushion and speed table.	Staff To Do	10/5/2021	Approved PWSC/staff's recommendations as presented.	Pending See Notes	Design of speed table is underway
Catalina Avenue at Emerald St-Garnet St Bike Path Signage	9/26/2020	Update signage per PWSC and include additional signage at additional locations along the bike path.	Staff To Do	TBD	none requested	Pending See Notes	Grinding of asphalt completed. Signs and installaiton is pending.
Pier Plaza Parking Structure Restripe	9/26/2020	Maintain circulation but include additional signage and pavement markings	Staff To Do	TBD	none requested	Complete	Signs installed February 2024
Conceptual Design of an Extension to the North Redondo Beach Bikeway	9/30/2019	Receive and file report - forward Staff's conceptual design to City Council for approval.	Forward to CC See Project Status	11/5/2019	Approved Option 1 concept and defered decision re parking lot	Pending See Notes	SCE given green light to proceed with concrete bikeway and is reviewing planting and irrigations plans - project moving forward after 2 year delay w SCE



Administrative Report

F.4., File # PWS24-0700

Meeting Date: 4/22/2024

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: Public Works Department

TITLE

RECEIVE AND FILE THE UPDATE ON THE NATIVE PLANTING AND POLLINATORS SUBCOMMITTEE UPDATE

EXECUTIVE SUMMARY

In response to an item on the City Council's Strategic Plan adopted in May 2023, the Public Works and Sustainability Commission (Commission) heard presentations at two meetings on this topic in the Fall of 2023 and discussed the outline of the policy recommendations made by the subcommittee in January 2024. Subsequently, the subcommittee met with City staff in the Public Works and Community Development Departments and made comments on the proposed guidance policy. At the meeting, it was determined that the next steps are for the subcommittee to edit the guidance policy then take an item to both the Public Works and Sustainability Commission and the Planning Commission to get their support for this guidance policy.

It is anticipated that this item will be coming back to the commission in May or June 2024 depending on availability in the agenda schedule.



Administrative Report

H.1., File # PWS24-0676

Meeting Date: 4/22/2024

TITLE

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS



Administrative Report

J.1., File # PWS24-0677

Meeting Date: 4/22/2024

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: Department of Public Works

TITLE

DISCUSSION REGARDING THE PROPOSED 2024-25 FY FUNDING FOR CAPITAL IMPROVEMENT PROJECTS (CIP)

EXECUTIVE SUMMARY

Each year the Public Works Commissions review the capital improvement projects proposed for the upcoming fiscal year and provide input and recommendations on the projects to Staff prior to their submission to the City Council.

The capital projects presentation materials for FY 2024-25 are in the process of development and will be provided to the commission members at the meeting. The focus for the upcoming FY is the completion and funding of existing CIP projects and City facility infrastructure.

COORDINATION

Coordination of the CIP FY 24-29 Proposed Budget occurs with assistance from all Departments.



Administrative Report

J.2., File # PWS24-0678

Meeting Date: 4/22/2024

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: Department of Public Works

TITLE

DISCUSSION AND POSSIBLE ACTION REGARDING REQUESTED ALL WAY STOP INSTALLATIONS AT THE INTERSECTIONS OF DIAMOND/GERTRUDA AND DIAMOND/GUADALUPE

EXECUTIVE SUMMARY

In response to a resident request, staff is bringing forward a discussion regarding all-way stop ("AWS") controls at two adjacent intersections, Diamond Street & N Gertruda Avenue and Diamond Street & N Guadalupe Avenue. In accordance with the City Council's policy for AWS requests, staff initiated a survey of residences within 150 feet of each intersection and received insufficient resident support to carry either intersection forward on those grounds. The City's Transportation Engineer performed a sight distance and safety evaluation at both intersections and engineering analyses in accordance with the California Manual on Uniform Traffic Control Devices (CAMUTCD). Based on those analyses, staff did not find any justification to install AWS controls at either intersection. In addition, staff strongly recommends against the installation of AWS controls at either intersection per the CAMUTCD. Under normal circumstances, the City Council's AWS policy does not require further public discussion of AWS requests if they do not meet either the resident survey or engineering analysis thresholds. Due to public comments received during this request and after discussion with the councilmember for District 2, staff has brought forward these two AWS requests to the Public Works and Sustainability Commission (PWSC) for public input and discussion.

BACKGROUND

For the purposes of this study, Diamond Street runs east-west, is classified as a Collector per the City's Circulation Element, and has a 30-mph posted speed limit, which is reduced to 25-mph during RUHS pick-up/drop-off periods. Diamond is approximately 56-64 feet wide with one travel lane in each direction, a two-way left-turn lane (TWLTL), and Class II bicycle lanes in each direction. Marked parallel curb parking spaces are provided on both sides of the street. Some curb parking sections of Diamond are restricted to residential permit holders, while some other curb parking sections have school-based restrictions. Diamond Street is not stop-controlled at either subject intersection, but is stop-controlled at N Francisca Avenue and N Helberta Avenue. **Attachment 1** shows an overview of the subject intersections.

N Gertruda Avenue runs north-south, is classified as a local street, and has a 25-mph residential prima facie speed limit. It is approximately 40 feet wide with one travel lane in each direction. Parallel parking is allowed on both sides of the street. Gertruda terminates and is stop controlled at the subject intersection.

N Guadalupe Avenue runs north-south, is classified as a local street, and has a 25-mph residential

prima facie speed limit. It is approximately 40 feet wide with one travel lane in each direction. Parallel parking is allowed on both sides of the street. Guadalupe terminates and is stop controlled at the subject intersection.

Fronting development in the vicinity of both intersections is a mix of single and multi-family residential, and RUHS along the south side of Diamond. Sidewalks, curbs, and gutters exist at all legs of each subject intersection.

The CAMUTCD provides guidance for the installation of all-way stop controls. It suggests that all-way stop controls should be considered when:

- **Section 2B.07.04.A** - Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- **2B.07.04.B** - When there are five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- **2B.07.04.C** - Where the vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour. When the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the above values.
- **2B.07.04.D** - Where no single criterion is satisfied, but where Criteria B and C are all satisfied to 80 percent of the minimum values.

The CA MUTCD also provides other criteria that may be considered, including:

- The need to control left-turn conflicts;
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and,
- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.

DISCUSSION:

Staff received an AWS request for both subject locations in March 2024. The request is due to

purported speeding and safety concerns at both subject intersections.

Staff forwarded by USPS mail a survey to the 10 residences within 150 feet of the Gertruda intersection and the 13 residences within 150 feet of the Guadalupe intersection per the City's AWS request policy approved by City Council. This 150-foot radius is established by the City Council. Staff also sent a letter to RBUSD, as RUHS is located within 150 feet of both intersections. The letter included a QR code to allow respondents to complete the survey electronically. The City also allows survey responses via email, USPS mail, and in-person at City Hall. The responses were due by April 7, 2024.

Through this date the City has received six (6) valid responses for the Gertruda intersection, five (5) in support and one (1) opposed. Therefore, the overall support rate for AWS controls at this intersection would be 45%, with a total response rate of 55%. This is below the threshold to advance the AWS request on the merits of resident support alone. A table summarizing responses is included in the attachments. In addition, the City received eight (8) supportive responses from residents located outside the AWS policy radius, one of which includes the requestor for both AWS intersections.

For the Guadalupe intersection, the City has received three (3) valid responses, two (2) in support and one (1) opposed. Therefore, the overall support rate for AWS controls at the Guadalupe intersection would be 14%, with a total response rate of 21%. This is also below the threshold to advance the AWS request on the merits of resident support alone. A table summarizing responses is also included. In addition, the City received one (1) supportive response from a resident located outside the AWS policy radius.

The City's Transportation Engineer visited both intersections in March and April of 2024 and did not find any visibility challenges for drivers traveling on either street that could be addressed by the introduction of AWS controls at either intersection. Staff also collected and analyzed reported traffic collision data at both intersections from SWITRS. A review of the available SWITRS crash data at both intersections during the five-year period revealed zero (0) potentially correctable collisions between 1/1/2018 and 12/31/2022.

Therefore, AWS controls at either intersection are not warranted in accordance with the City Council's AWS policy.

Staff also strongly recommends against installing AWS controls at either intersection based on criteria in the CAMUTCD. The CAMUTCD governs transportation engineering and what the City is allowed to install in the public right-of-way. Staff did not find that either intersection meets the aforementioned CAMUTCD guidance criteria 2B.07.04 A, B, C, or D. In particular, neither intersection meets the criterion of *"an intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection."* Because both Gertruda and Guadalupe are narrower, lower volume Local streets that terminate at Diamond (a Collector with higher volumes), a multi-way stop would not be appropriate. CAMUTCD 2B.07.01 also states that *"multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal,"* which is not the case for either intersection. Lastly, the installation of all-way stop controls at either intersection would result in the removal of at least seven (7) on-street parking spaces, and would also require the installation of additional crosswalk curb ramps, which currently does not have a specific

funding source. The City understands that street parking demand is high in Redondo Beach, especially in areas around RUHS and adjacent to multi-family residential properties.

FUTHER STUDY:

During this process, the City has received various complaints about speeding and safety along Diamond Street. Stop signs are not meant to solely address speeding. Controlled crosswalks are provided along Diamond to serve RUHS at Francisca and Helberta, which are located approximately 750 feet apart. RUHS student entrances along Diamond are not located at Gertruda or Guadalupe, which reduces the need to install crosswalks across Diamond. Because there are other controlled crosswalks across Diamond in close proximity, additional controlled crosswalks are not warranted at this time that could justify AWS controls. Additionally, marked crosswalks designate desired routes to school, encouraging students to use those specific crossings. The additional stop signs and marked crosswalks would affect the designated routes to RUHS. In order to properly address roadway safety, safe routes to school, and speeding issues, a more holistic and comprehensive corridor study for Diamond Street would need to be funded to determine the best allocation of the available roadway width for different modes of transportation.

ALTERNATIVES AVAILABLE:

1. Recommend rejection of all-way stop controls at the intersections of Diamond/Guadalupe and Diamond/Gertruda.
2. Do not support the recommendation from staff.
3. Other actions as determined by the Public Works and Sustainability Commission.

COORDINATION

Coordination of the resident survey and the safety evaluation and this report took place within the Public Works Department. Discussions took place with the Councilmember for District 2 and RBUSD. Noticing for this item was provided to all residents within 150 feet of both intersections, as well as any resident in the City outside of the study area who responded to the survey.

ATTACHMENTS

1. Requested AWS Locations
2. All Way Stop Survey Responses
3. Notice to Residents



-  Existing AWS
-  Existing Stop Sign
-  Existing Traffic Signal
-  Subject Intersection for AWS

Response to Resident Survey for Support of AWS at Diamond & Gertruda

Date Survey Sent: 3/10/2024

Response Due: 4/7/2024

Address	Response Received			Method of Response				Comments
	Date	Yes	No	Counter	USPS	Email	QR / URL	
601 DIAMOND ST	3/14/2024	x					x	
303 N GERTRUDA AVE	3/8/2024	x			x			
625 DIAMOND ST								
501 N GUADALUPE AVE	3/13/2024	x					x	
1000 DEL AMO ST								[This is the address for RUHS]
305 N GERTRUDA AVE								
304 N GERTRUDA AVE								
307 N GERTRUDA AVE	3/11/2024	x			x			
615 DIAMOND ST								
302 N FRANCISCA AVE	3/12/2024	x					x	
302 N GERTRUDA AVE	3/21/2024		x	x				
11	6	5	1	1	2	0	3	
All Residences - Ratio in support		45%						
Responding Residences - Ratio in support		83%						
All Residences - Ratio opposed		9%						
Responding Residences - Ratio opposed		17%						
Total Resonse Rate		55%						
Responses per QR/URL		50%						

<u>Outside of radius</u>								
310 1/2 N GERTRUDA AVE	3/11/2024	X				X		
306 N Gertruda	3/8/2024	x			x			
313 N Gertruda	3/9/2024	x					x	The speeds up and down Diamond are crazy. It hard to cross the street when walking.
303 N Francisca	3/10/2024	x					x	
303 1/2 N Francisca	3/10/2024	x					x	
606 Phelan Lane	3/11/2024	x					x	
505 N Helberta	3/11/2024	x					x	
301 N Francisca	3/25/2024	x					x	Residents and students in this area deserve to be able to cross Diamond on foot or in our cars without being hit. The Gertruda intersection sits far back from Diamond so cars cannot enter Diamond safely without being in the bike lane. Worse, cars entering Diamond from Gertruda cannot be seen by the downhill speeding cars from Herberta. 100% of the blocks bordering RUHS on Vincent have All-Way protection. Diamond has only 2 All-Way bordering the school but carries 90% of the RUHS traffic - during school hours and additional RUHS hosted activities. Since PW is shut off cars from Carnelian to Diamond via Herberta during RUHS rush hours, more cars will need to cross Diamond at Irena, Guadalupe, Gertruda - none has stop sign at this time.

Response to Resident Survey for Support of AWS at Diamond & Guadalupe

Date Survey Sent: 3/10/2024

Response Due: 4/7/2024

Address	Response Received			Method of Response				Comments
	Date	Yes	No	Counter	USPS	Email	QR / URL	
505 N GUADALUPE AVE								
505 1/2 N GUADALUPE AVE								
625 DIAMOND ST								
501 N GUADALUPE AVE	3/13/2024	x					x	
1 SEA HAWK WAY								
1000 DEL AMO ST								[This is the address for RUHS]
504 N GUADALUPE AVE APT A								
504 N GUADALUPE AVE APT B								
507 N GUADALUPE AVE								
302 N GERTRUDA AVE								
709 1/2 DIAMOND ST								[UNDELIVERABLE]
709 DIAMOND ST	3/15/2024	x			x			
502 1/2 N GUADALUPE AVE								
502 N GUADALUPE AVE	3/28/2024		x				x	A four way stop sign would add more confusion
14	3	2	1	0	1	0	2	
All Residences - Ratio in support		14%						
Responding Residences - Ratio in support		67%						
All Residences - Ratio opposed		7%						
Responding Residences - Ratio opposed		33%						
Total Resonse Rate		21%						
Responses per QR/URL		67%						
Outside of radius	Date	Yes	No	Counter	USPS	Email	QR / URL	
301 N Francisca Av		x					x	100% of the blocks bordering RUHS on Vincent have All-Way protection. Diamond has only 2 All-Way bordering the school but carries 90% of the RUHS traffic - during school hours and additional RUHS hosted activities. Since PW is shutting off cars from Carnelian to Diamond via Herberta during RUHS rush hours, more cars will need to cross Diamond at Irena, Guadalupe, Gertruda - none has stop sign to address right of way at this time. Residents and students in this area deserve to be able to cross Diamond on foot or in our cars without being hit.



Public Works Department
Engineering Services Division

415 Diamond Street
Redondo Beach, California 90277
www.redondo.org

tel: 310 318-0661
fax: 310 374-4828

March 8, 2024
Resident Within 150 Feet of Diamond/Gertruda
Redondo Beach, CA

**SUBJECT: REQUEST FOR STOP SIGN(S) STUDY AT THE INTERSECTION OF
DIAMOND STREET & GERTRUDA AVENUE**

The City of Redondo Beach received requests for all-way stop controls at the intersections of Diamond St/Guadalupe Av and Diamond St/Gertruda Av. This letter pertains to Diamond/Gertruda. Residents within 150 feet of both intersections received two letters. The City's current response policy requires staff to initiate a survey of nearby residences to determine the level of support for this request. The City is providing this form to solicit your official response to the survey.

A few items to keep in mind:

- Staff will conduct a safety and engineering evaluation of the intersection to further inform a decision to take this request to the City Council.
- If the safety and engineering evaluation determines there is no compelling safety reason to move the request forward, the request may still be advanced if a sufficient number of survey responses in support of the request are received.
- A positive response to the survey does not guarantee that STOP signs will be installed. A decision to install all-way stop controls can be made only by the City Council.
- Please respond within four weeks of this letter's date. Only one response per address / household is permitted for each location.
- Responses both in support of and opposed to the requested all-way stop control are considered, so please return this form to let us know whether or not you support the proposed additional stop signs.

A flowchart of the City's process for response to all-way stop requests is included with this letter. If you have any questions or comments, please feel free to contact us via email at TrafficEngineering@Redondo.org.

Sincerely,

Ryan Liu
Transportation Engineer

cc: Todd Loewenstein, District 2 Council Member
Ted Semaan, Director of Public Works



Public Works Department
Engineering Services Division

415 Diamond Street
Redondo Beach, California 90277
www.redondo.org

tel: 310 318-0661
fax: 310 374-4828

SUPPORT OF ALL-WAY STOP REQUEST

I, the undersigned,

SUPPORT

☐

OPPOSE

☐

the installation of an all-way stop at the intersection of Diamond St & **Gertruda Av.**

NAME (PRINTED) _____

SIGNATURE _____

ADDRESS _____

PHONE NO. _____

EMAIL _____ DATE _____

Upon completion of the form and within four weeks of the date of the attached letter, please scan and send by email to TrafficEngineering@Redondo.org or send by regular mail to:

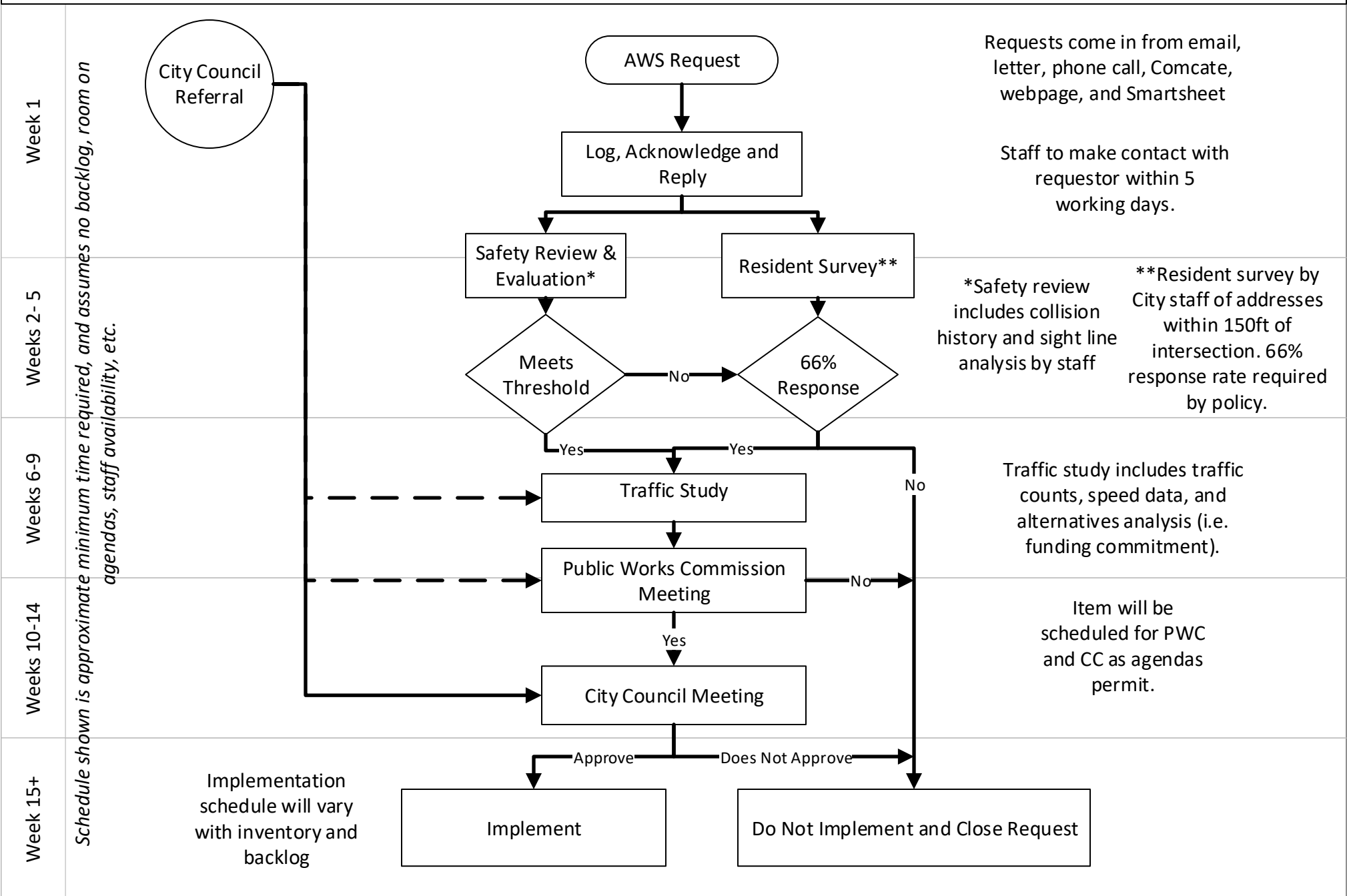
Traffic Engineering, Engineering Services Division
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Alternatively, you may also respond via the QR code below:

<https://forms.gle/2mVVVY3XJxgJ4yta8>



All-way Stop (AWS) Request Flow Chart





Public Works Department
Engineering Services Division

415 Diamond Street
Redondo Beach, California 90277
www.redondo.org

tel: 310 318-0661
fax: 310 374-4828

March 8, 2024
Resident Within 150 Feet of Diamond/Guadalupe
Redondo Beach, CA

**SUBJECT: REQUEST FOR STOP SIGN(S) STUDY AT THE INTERSECTION OF
DIAMOND STREET & GUADALUPE AVENUE**

The City of Redondo Beach received requests for all-way stop controls at the intersections of Diamond St/Guadalupe Av and Diamond St/Gertruda Av. This letter pertains to Diamond/Guadalupe. Residents within 150 feet of both intersections received two letters. The City's current response policy requires staff to initiate a survey of nearby residences to determine the level of support for this request. The City is providing this form to solicit your official response to the survey.

A few items to keep in mind:

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- Please respond within four weeks of this letter's date. Only one response per address / household is permitted for each location.
- Responses both in support of and opposed to the requested all-way stop control are considered, so please return this form to let us know whether or not you support the proposed additional stop signs.

A flowchart of the City's process for response to all-way stop requests is included with this letter. If you have any questions or comments, please feel free to contact us via email at TrafficEngineering@Redondo.org.

Sincerely,

Ryan Liu
Transportation Engineer

cc: Todd Loewenstein, District 2 Council Member
Ted Semaan, Director of Public Works



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SUPPORT OF ALL-WAY STOP REQUEST

I, the undersigned,

SUPPORT

☐

OPPOSE

☐

the installation of an all-way stop at the intersection of Diamond St & **Guadalupe Av.**

NAME (PRINTED) _____

SIGNATURE _____

ADDRESS _____

PHONE NO. _____

EMAIL _____ DATE _____

Upon completion of the form and within four weeks of the date of the attached letter, please scan and send by email to TrafficEngineering@Redondo.org or send by regular mail to:

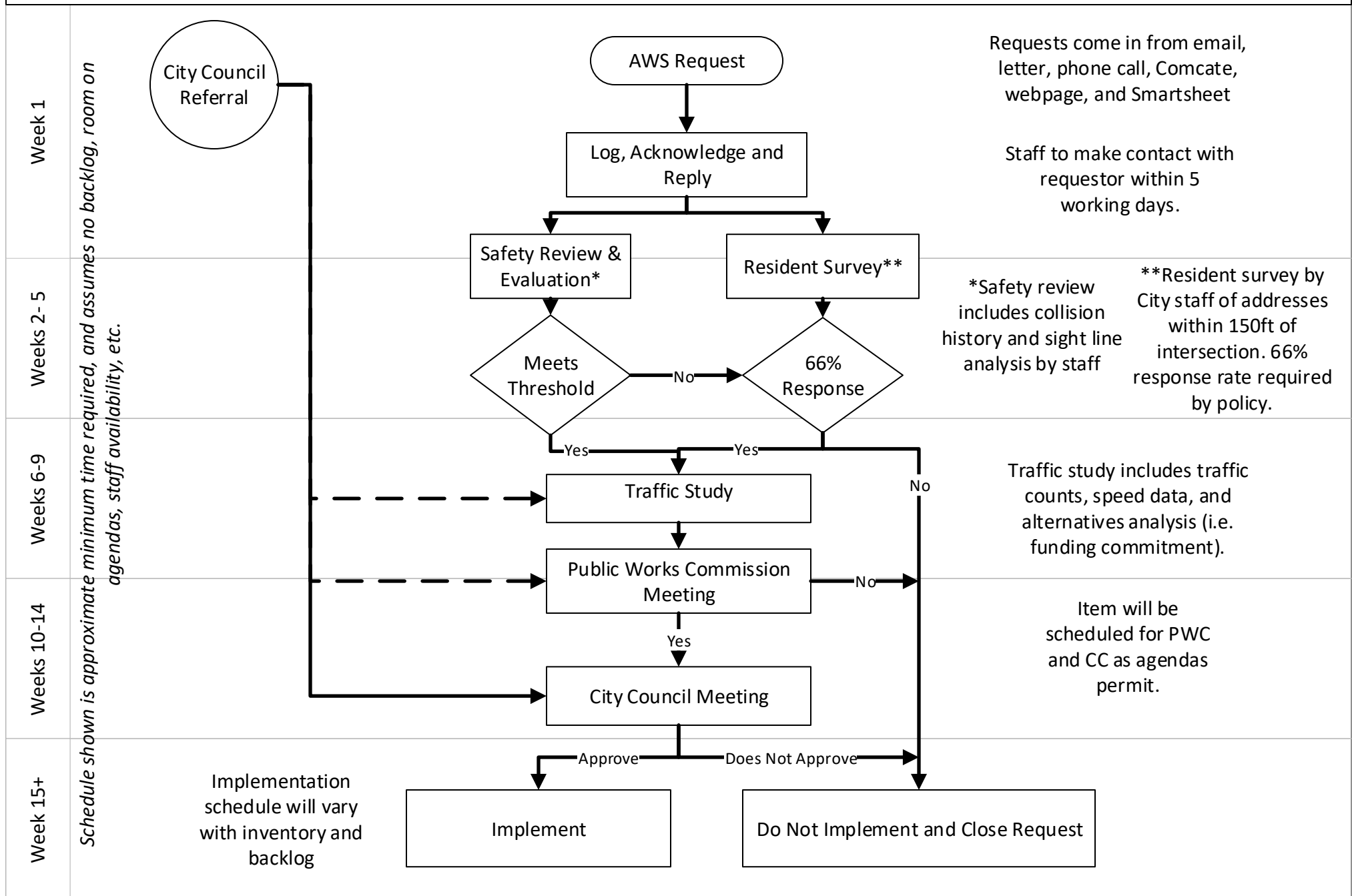
Traffic Engineering, Engineering Services Division
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Alternatively, you may also respond via the QR code below:

<https://forms.gle/Ray9ZGpBeH47M1bY6>



All-way Stop (AWS) Request Flow Chart





Administrative Report

J.3., File # PWS24-0679

Meeting Date: 4/22/2024

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: Department of Public Works

TITLE

DISCUSSION AND POSSIBLE ACTION REGARDING THE INSTALLATION OF A SPEED CUSHION ALONG THE 700 BLOCK OF N JUANITA AVENUE

EXECUTIVE SUMMARY

In response to a resident request, staff is bringing forward a recommendation to install a speed cushion along the 700 block of N Juanita Avenue between Beryl Street and Agate Street. In accordance with the City Council's policy for speed cushion and traffic calming requests, staff provided materials to the petitioner on the block to solicit feedback and approval. Residents initiated a survey of all 59 residences within the block and provided 48 approval signatures (81%), which is above the two-thirds threshold required for further evaluation. The City's Transportation Engineer performed multiple site visits and a speed survey as part of an engineering study in accordance with the City Council's policy. Based on these factors, staff recommends the installation of speed cushions (1 set) along the 700 block of N Juanita Avenue is seeking the input of the public and the Public Works and Sustainability Commission before bringing the matter to City Council for final consideration.

BACKGROUND

Juanita Avenue runs northwest-southeast, is classified as a local street, and has a 25-mph residential prima facie speed limit. It is approximately 40 feet wide with one travel lane in each direction that is separated by a dashed yellow centerline. The street is sloped uphill (<8%) towards the southeast direction. Parking is allowed on both sides of the street. The subject block is approximately 650 feet long and is controlled by stop signs at Agate Street to the northwest and Beryl Street to the southeast. Further north, Juanita Avenue terminates at PCH with a cul-de-sac that prohibits vehicular access to and from PCH. **Attachment 1** shows the existing intersection controls in the vicinity of the subject block.

Fronting development along the block is multi-family residential. Beryl Heights Elementary School is further northeast at Lucia Avenue and Beryl Street. Sidewalks, curbs, and gutters are present along the subject block and yellow school zone crosswalks are striped at Beryl Street and Juanita Avenue.

The process to approve and install speed cushions is based on City Council policy (rev. March 3, 2021). Resident petitioners are required to seek approval of at least two-thirds of residents on the affected block by reading and signing the City's standard signature form for these types of requests. Only one vote per dwelling unit is allowed and signatures are spot-verified against City records. Under the City's policy and procedures, signatures received outside of the surveyed street segment are not considered as part of the official approval process. Only after sufficient resident support is reached would the City proceed with further technical study.

DISCUSSION:

Staff received a request for speed cushions along this block in January 2024. The request is due to resident (s)' concerns with vehicular speeds and traffic safety along this block, approximately 650 feet, that does not have other speed control devices.

Staff provided the City's official materials in accordance with City policy and resident petitioner(s) proceeded with soliciting neighbor feedback and approval. 59 residences are located within the 700 block of N Juanita Avenue, and 40 signatures are required to advance the request. As of April 2024, the City received 48 approval signatures, of which 38 were verified against City records or with a proof of residence. **Attachment 2** shows the petition signatures on the City's official form, as well as a map. Because 81% of the block's residences provided signatures, of which the great majority were verified, City staff deemed this step of the process complete.

The City has a list of technically-based installation criteria for speed cushions, which includes street classification, grades, horizontal alignment, speed limit, surveyed 85th percentile speed, and traffic volumes, shown in **Attachment 3**. Staff determined that the 700 block of N Juanita Avenue would qualify for speed cushions from a technical perspective. The slope of the street does not exceed 8% per City policy. Speed and volume survey were performed for one week (7 days) along the block in March 2024, which showed an average daily traffic volume (ADT) of 590 vehicles per day along the subject block and an average two-way 85th percentile speed of 31 mph. Therefore, the ADT aligns with the City's policy threshold, as required. Staff would like to note that the northbound (32 mph) and southbound (30 mph) 85th percentile speeds differ due to roadway grade, as the northbound direction towards Agate Street trends downhill, which can result in higher speeds. Speed cushions cannot be installed on just one side of an undivided street. Although the block's average two-way 85th percentile speed of 31 mph is 1 mph below the City's policy threshold of 32 mph, City staff determined that the block would still meet the City's policy threshold based on the downhill northwesterly speed. **Attachment 4** shows a speed and volume summary table based on the data provided by the count vendor. The raw data can be made available if desired.

Based on the performed engineering technical studies and resident approvals in accordance with the City's policy, staff recommends proceeding with the installation of speed cushions along the 700 block of N Juanita Avenue.

After a site visit by the City's engineers, one set of speed cushions is proposed to be located at the following location:

- In front of 714-716 and 715 N Juanita Avenue

This specific location was determined to provide the most effective speed control along the subject block and be located outside of resident driveways. This location is located approximately halfway between the stop controls located at Agate and Beryl, separating the block into (2) 300-foot segments with speed controls, nearly identical to the recently re-installed speed cushions along the 700 block of N Irena Avenue. Staff would like to note that petition signatures were received from all three street-facing residences on the south side of the street in proximity to the proposed location (713, 715, 717). On the north side, the City only received a signature from 712. According to the resident petitioner, the resident of the street-facing front unit of 716 is in the process of moving out and declined to sign. A signature was not received from the resident of the front unit of 714.

Speed cushions and associated signage and striping would be installed in accordance with the California Manual on Uniform Traffic Control Devices (CAMUTCD) and engineering judgement. Street parking removal would not be required upon installation of speed cushions along this block. **Attachment 5** shows the

proposed location of the speed cushions.



COORDINATION

Coordination of the resident survey and engineering evaluation and this report took place within the Public Works Department. Noticing for this meeting was provided to the residents of the subject block. Traffic data was collected by an outside vendor.

ATTACHMENTS

1. 1 Existing Conditions Map
2. Speed Cushion Petition Signatures
3. City Speed Cushion Policy and Criteria
4. Speed and Volume Data Summary
5. Proposed Speed Cushion Location

ATTACHMENT 1: Existing Conditions Map

-  Existing All-Way Stop
-  Existing Stop Sign





PETITION FOR SPEED CUSHIONS STUDY

INSTRUCTIONS: This petition is required to initiate a study to determine the feasibility of installing speed cushions on a block and does not guarantee that speed cushions will be warranted nor commit the City of Redondo Beach to the installation of speed cushions on the study block. This petition is to be submitted to the City Transportation Engineer within six months from the date of the first signature after being signed by those occupants representing more than 2/3 of the residential units comprising not less than 50% of the street frontage requesting the speed cushion. The votes will be tallied based upon one vote per dwelling unit. Signatures must be dated; undated signatures will not be tallied.

We, the undersigned, desire, agree with, and request the installation of speed cushions on the following block and street:

700
Block

North Juanita Ave.
Street Name

By signing this petition, I agree with the following:

- The final design and location of speed cushions, signs, and/or markings will be determined by the City of Redondo Beach. Speed cushions typically include a bypass for emergency vehicles.
- Speed cushions, signs, and/or markings may be placed in front of my residence. (DO NOT SIGN THIS PETITION if you do not want speed cushions, signs, and/or markings to be placed in front of your residence.)
- Speed cushions may have a direct impact on my travel activities.
- Speed cushions may result in some noise.
- Street sweeping effectiveness adjacent to speed cushions may be reduced.



By signing this petition, I acknowledge that I have read the City's "Traffic Calming – Speed Cushion Installation Process", found at https://www.redondo.org/departments/public_works/engineering_services/traffic_engineering/resources.php or by scanning the QR code.

	NAME (PRINTED)	SIGNATURE	ADDRESS	PHONE	EMAIL	DATE
1	Lynn Attig	Lynn Attig				2/13/24
2	Alycia Burton	Alycia Burton				2/13/24
3	Michael C. Delaney	Michael C. Delaney				2/13/24
4	DANIEL J MULLIGAN	Daniel J Mulligan				2/13/24
X	Pennyann Mulligan	Pennyann Mulligan				2/13/24
5	Roxanne Mulligan	Roxanne Mulligan				2/13/24
6	Jay Penn	Jay Penn				2/14/24
7	DOUG NIXON	Doug Nixon				2/20/24
8	ERIC LEVINE	Eric Levine				2/20/24
9	Danielle Weiss	Danielle Weiss				2/20/24

Petition Spokesperson: Lynn Attig

Phone No.:

Page 1 of 5



PETITION FOR SPEED CUSHIONS STUDY

INSTRUCTIONS: This petition is required to initiate a study to determine the feasibility of installing speed cushions on a block and does not guarantee that speed cushions will be warranted nor commit the City of Redondo Beach to the installation of speed cushions on the study block. This petition is to be submitted to the City Transportation Engineer within six months from the date of the first signature after being signed by those occupants representing more than 2/3 of the residential units comprising not less than 50% of the street frontage requesting the speed cushion. The votes will be tallied based upon one vote per dwelling unit. Signatures must be dated; undated signatures will not be tallied.

We, the undersigned, desire, agree with, and request the installation of speed cushions on the following block and street:

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Block

North Juanita Ave.
Street Name

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	NAME (PRINTED)	SIGNATURE	ADDRESS	PHONE	EMAIL	DATE
10	Kurth DeMoss		<div></div>	<div></div>	<div></div>	2/14/24
11	Ann Brecken					2-20-24
12	John Leong					2-20-24
13	Rodney Case-Munoz					2/21/24
14	Doug Black					2-21-25
15	Nicholas Sollazzo					2-22-24
16	GARY GARFIELD					2/23/24
17	WALT HYNNEMAN					2/23/24
18	MICHAEL BARR					2/23/24
19	JANICE LEWIS					2-28-24

Petition Spokesperson:

Lynn Attig

Phone No.:

Page 2 of 5



PETITION FOR SPEED CUSHIONS STUDY

INSTRUCTIONS: This petition is required to initiate a study to determine the feasibility of installing speed cushions on a block and does not guarantee that speed cushions will be warranted nor commit the City of Redondo Beach to the installation of speed cushions on the study block. This petition is to be submitted to the City Transportation Engineer within six months from the date of the first signature after being signed by those occupants representing more than 2/3 of the residential units comprising not less than 50% of the street frontage requesting the speed cushion. The votes will be tallied based upon one vote per dwelling unit. Signatures must be dated; undated signatures will not be tallied.

We, the undersigned, desire, agree with, and request the installation of speed cushions on the following block and street:

700

Block

North Juanita Ave.

Street Name

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NAME (PRINTED)	SIGNATURE	ADDRESS	PHONE	EMAIL	DATE
20 Nicole Visosky		<div></div>	<div></div>	<div></div>	2/20/24
21 William H. Shubert					2/20/24
22 Geoffrey Somme					2/21/24
23 Kimberly Canill					2/21/24
24 Scott E. Beckert					2/21/24
25 DAN PETTIBONE					2/22/24
26 STAN LEVY					2/27/24
27 Jan LaBud					2/27/24
28 Erin Steinberger					2/27/24
29 Mary Lyon					2/25/24

Petition Spokesperson:

Lynn Attig

Phone No.:

Page 3 of 5



PETITION FOR SPEED CUSHIONS STUDY

INSTRUCTIONS: This petition is required to initiate a study to determine the feasibility of installing speed cushions on a block and does not guarantee that speed cushions will be warranted nor commit the City of Redondo Beach to the installation of speed cushions on the study block. This petition is to be submitted to the City Transportation Engineer within six months from the date of the first signature after being signed by those occupants representing more than 2/3 of the residential units comprising not less than 50% of the street frontage requesting the speed cushion. The votes will be tallied based upon one vote per dwelling unit. Signatures must be dated; undated signatures will not be tallied.

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By signing this petition, I agree with the following:

- The final design and location of speed cushions, signs, and/or markings will be determined by the City of Redondo Beach. Speed cushions typically include a bypass for emergency vehicles.
- **Speed cushions, signs, and/or markings may be placed in front of my residence. (DO NOT SIGN THIS PETITION if you do not want speed cushions, signs, and/or markings to be placed in front of your residence.)**
- Speed cushions may have a direct impact on my travel activities.
- Speed cushions may result in some noise.
- Street sweeping effectiveness adjacent to speed cushions may be reduced.

By signing this petition, I acknowledge that I have read the City's "Traffic Calming – Speed Cushion Installation Process", found at https://www.redondo.org/departments/public_works/engineering_services/traffic_engineering/resources.php or by scanning the QR code.



	NAME (PRINTED)	SIGNATURE	ADDRESS	PHONE	EMAIL	DATE
30	Jonathan Lozier		<div></div>	<div></div>	<div></div>	2/27/24
31	LOGAN PENNING					2-27-24
32	JUSTIN MARR					2/27/24
33	PAUL COURTNEILL					2/27/24
34	EMILIE JASPER					2/27/24
35	PARISH PATEL					2/27/24
X	BRETT W. MASLANKA					2/27/24
36	Kathryn Dennes					2/28/24
37	Ashley VanBlaricom					2/28/24
38	Jeff Swenick					2/28/24

Petition Spokesperson:

Lynn Attig

Phone No

Page 4 of 5



PETITION FOR SPEED CUSHIONS STUDY

INSTRUCTIONS: This petition is required to initiate a study to determine the feasibility of installing speed cushions on a block and does not guarantee that speed cushions will be warranted nor commit the City of Redondo Beach to the installation of speed cushions on the study block. This petition is to be submitted to the City Transportation Engineer within six months from the date of the first signature after being signed by those occupants representing more than 2/3 of the residential units comprising not less than 50% of the street frontage requesting the speed cushion. The votes will be tallied based upon one vote per dwelling unit. Signatures must be dated; undated signatures will not be tallied.

We, the undersigned, desire, agree with, and request the installation of speed cushions on the following block and street:

700
Block

North Juanita Ave.
Street Name

By signing this petition, I agree with the following:

- The final design and location of speed cushions, signs, and/or markings **will be determined by the City of Redondo Beach**. Speed cushions typically include a bypass for emergency vehicles.
- **Speed cushions, signs, and/or markings may be placed in front of my residence. (DO NOT SIGN THIS PETITION if you do not want speed cushions, signs, and/or markings to be placed in front of your residence.)**
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	NAME (PRINTED)	SIGNATURE	ADDRESS	PHONE	EMAIL	DATE
39	JAVIER STANLEY	[Signature]	[Redacted Address]	[Redacted Phone]	[Redacted Email]	2/28/24
40	Tom Slauterbeck	[Signature]				2/28/24
41	Dea Furkoti	[Signature]				2/28/24
42	CATHY CAPLENER	[Signature]				2/29/24
43	CWOPY BURKE	[Signature]				2/29/24
44	John Faulstich	[Signature]				2/29/24
45	Genevieve Hasek	[Signature]				2/29/24

Petition Spokesperson: Lynn Attig

Phone No.: [Redacted]

Page 5 of 5



PETITION FOR SPEED CUSHIONS STUDY

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Block

North Juanita Ave.

Street Name

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	NAME (PRINTED)	SIGNATURE	ADDRESS	PHONE	EMAIL	DATE
46	Donna Diamond		<div></div>			3/7/24
47	Chris Wilson					3/8/24

Petition Spokesperson:

Lynn Attig

Phone No.:

Page 6 of 17



PETITION FOR SPEED CUSHIONS STUDY

INSTRUCTIONS: This petition is required to initiate a study to determine the feasibility of installing speed cushions on a block and does not guarantee that speed cushions will be warranted nor commit the City of Redondo Beach to the installation of speed cushions on the study block. This petition is to be submitted to the City Transportation Engineer within six months from the date of the first signature after being signed by those occupants representing more than 2/3 of the residential units comprising not less than 50% of the street frontage requesting the speed cushion. The votes will be tallied based upon one vote per dwelling unit. Signatures must be dated; undated signatures will not be tallied.

We, the undersigned, desire, agree with, and request the installation of speed cushions on the following block and street:

700

Block

North Juanita Ave

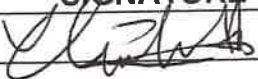

Street Name

By signing this petition, I agree with the following:

- The final design and location of speed cushions, signs, and/or markings will be determined by the City of Redondo Beach. Speed cushions typically include a bypass for emergency vehicles.
- **Speed cushions, signs, and/or markings may be placed in front of my residence. (DO NOT SIGN THIS PETITION if you do not want speed cushions, signs, and/or markings to be placed in front of your residence.)**
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	NAME (PRINTED)	SIGNATURE	ADDRESS	PHONE	EMAIL	DATE
48	Clinton Ho					
						3/19/20
			<div style="border: 1px solid red; padding: 10px;"> City: 48/59 = 81% 38 signatures verified </div>			

Petition Spokesperson:

Lynn Attig

Phone No.:

Page 7 of 7



Resident is moving out
according to petitioner



Public Works Department
Engineering Services Division

415 Diamond Street
Redondo Beach, California 90277
www.redondo.org

tel: 310 318-0661
fax: 310 374-4828

TRAFFIC CALMING - SPEED CUSHION INSTALLATION APPLICATION PROCESS

1. Petition

Residents may begin the petition process for installation of speed cushions by requesting a "Traffic Calming – Speed Cushion Petition" form from the Traffic Engineer. A petition form will be supplied if the proposed speed cushion location is not on one of the predetermined "Exemption Routes" or is otherwise not technically allowable on the block in question. Due to limited funding, the City will only commit resources towards investigating and processing the speed cushion installation request upon receiving the completed petition, which must satisfy the following criteria:

1. At least two-thirds of the residents within the block affected have signed the petition in favor of installing a speed cushion on the street in question.
2. Each signature must be identified by a corresponding typed or printed name, address, and telephone number.
3. Only one vote is permitted per dwelling unit for purposes of tallying the two-thirds majority.
4. The two-thirds majority vote must also constitute no less than 50% of the developed frontage or side-yard of the block submitted for the proposed speed cushion.
5. If the petition includes the address of a large scale complex (such as an apartment or school), the residents must obtain the signature of the principal of the affected school or the owner of the complex for that property to be included as a valid vote.

2. Installation Criteria

The following criteria shall be considered in evaluating a location for the possible installation of speed cushions. Should the criteria not be met, subsequent requests will not be considered for a minimum of one year.

1. *Engineering Study/Speed Survey*
Speed cushions shall only be installed to address documented safety or traffic concerns supported by traffic engineering studies, and after consideration of alternative traffic control measures. Potential impacts such as traffic diversion, noise and general roadway discomfort of traversing a vertical deflection type device should be taken into consideration.
2. *Street Type*
Speed cushions shall only be installed on local neighborhood residential streets. Some residential streets have been identified by the Fire Department as critical access routes, and therefore will

not have speed cushions installed. The emergency access routes and the non-residential streets are identified as being exempt from speed cushion installation, and are shown on Figure 1.

3. *Number of Lanes*

Speed cushions shall only be used on streets with no more than one travel lane in each direction.

4. *Street Grades*

Speed humps shall only be used on streets with grades of 8% or less (per the recommendation of the Institute of Transportation Engineer's Study on speed humps – grades steeper than 8% increase the braking distance thereby resulting in unsafe faster travel over the speed hump).

5. *Street Alignment*

Speed cushions shall only be placed on horizontal curves with a centerline radius that is equal to or greater than 300 feet, or on vertical curves with more than the minimum stopping sight distance.

6. *Speed limit*

Speed cushions shall only be installed on streets where the posted or prima facie speed limit is 25 mph or less.

7. *Speed Survey*

Speed cushions shall only be installed at locations where a 24-hour speed survey indicates that the 85th percentile speed exceeds the posted speed limit by 7 mph or more (85th percentile speed 32mph+).

8. *Traffic Volumes*

Speed Cushions should only be considered for installation on residential streets with an average daily traffic volume between less than 3000 vehicles per day.

9. *Not on Exemption Routes*

Speed Cushions shall only be installed on streets without fixed transit routes or not designated as Emergency (Fire) Access Routes.

3. Approval Process

1. When the Engineer determines the street segment requested for speed cushion installation qualifies for speed cushions, he will refer the recommendation of the street segment for speed cushion installation to the Public Works Commission.
2. The Public Works Commission will then conduct a public meeting for said speed cushion installation. Notice of such public meeting shall be mailed to the property owners and to the occupants of each parcel on and adjacent to the street segment recommended for speed cushion installation.
3. The Public Works Commission will submit a recommendation (whether it be an approval or denial of the requested speed cushion) to the City Council. Opposition to the decision should be appealed to the City Council prior to the City Council's decision. The appeal may be a petition or written letter (or digital correspondence) delivered to the City Clerk's office or the Traffic Engineer.
4. The City Council will adopt a resolution for implementation upon approving the installation of a speed cushion.

5. The proposed speed cushion will begin the design and implementation phase once City Council has appropriated sufficient funding to cover costs. If funding is not immediately available, the approved speed cushion segment would be placed on a priority list waiting for the next available funding source.

4. Removal Process

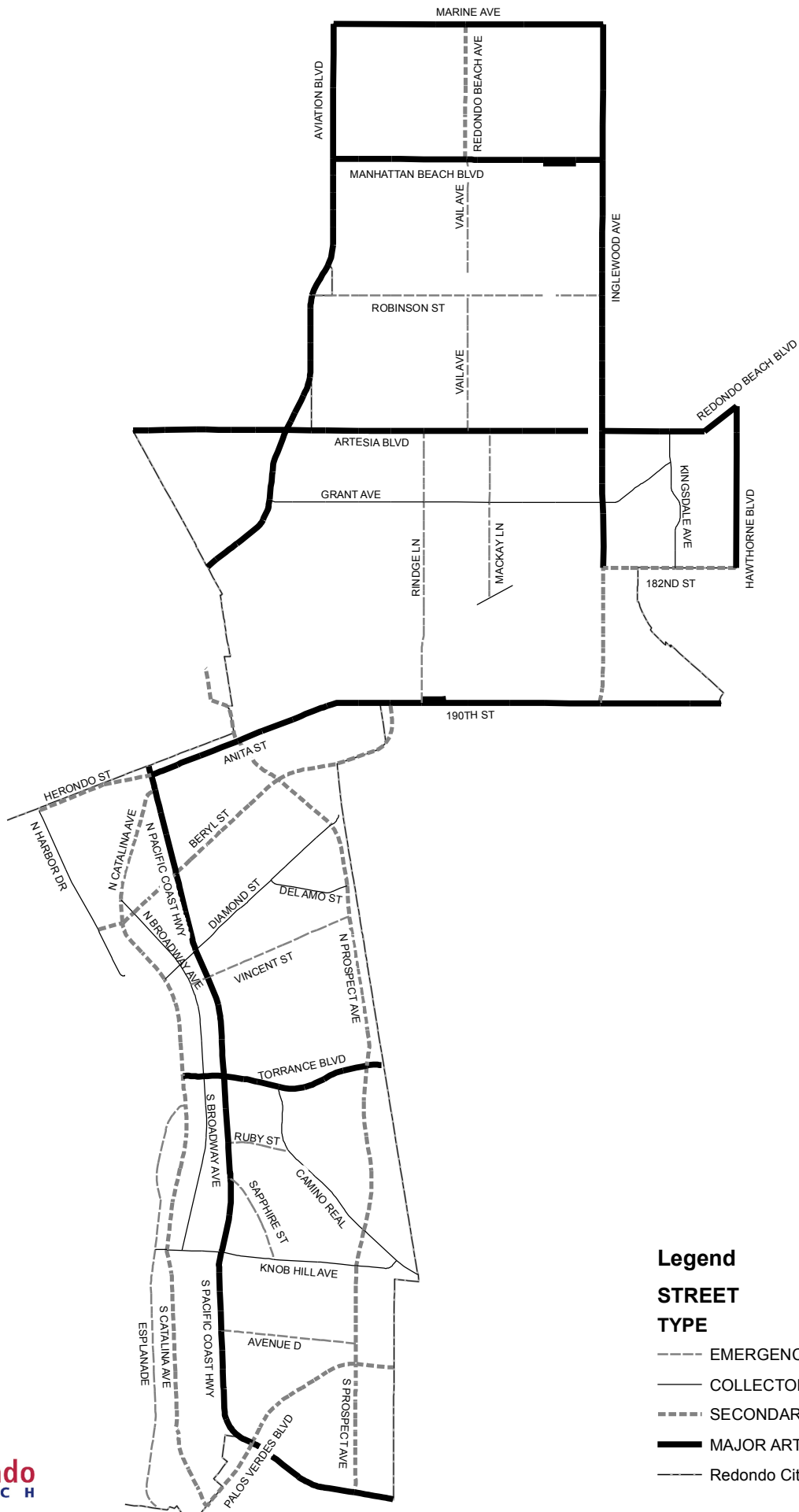
1. The Traffic Engineer will supply a petition, upon request from a resident, to remove a speed cushion. The petition shall satisfy the same criteria within Part 1, #1 – 5 of this document.
2. When the Traffic Engineer determines the petition requesting removal of a speed cushion qualifies, he will refer the petition for removal of the speed cushion to the Public Works Commission. The Traffic Engineer's staff report shall include recent speed and traffic volume data, collected within the previous 9 months, about the neighborhood. The speed and traffic volume data will exclude school summer vacation months.
3. The Public Works Commission will then conduct a public meeting for said speed cushion removal. Notice of such public meeting shall be mailed to the property owners and to the occupants of each parcel on and adjacent to the street segment recommended for the speed cushion removal.
4. The Public Works Commission will submit a recommendation (whether it be an approval or denial of the removal of speed cushion) to the City Council. Opposition to the decision should be appealed to the City Council prior to the City Council's decision. The appeal may be a petition or written letter (email) delivered to the City Clerk's office and the Traffic Engineer.
5. The City Council will adopt a resolution upon approving the removal of a speed cushion.

Any inquiries can be directed to:

City Traffic Engineer
415 Diamond Street, Door 2
Redondo Beach, CA. 90277
(310) 318-0661



NOT TO SCALE



Legend

**STREET
TYPE**

- EMERGENCY FIRE ACCESS ROUTE
- COLLECTOR STREET
- SECONDARY ARTERIAL
- MAJOR ARTERIAL
- Redondo City Limit



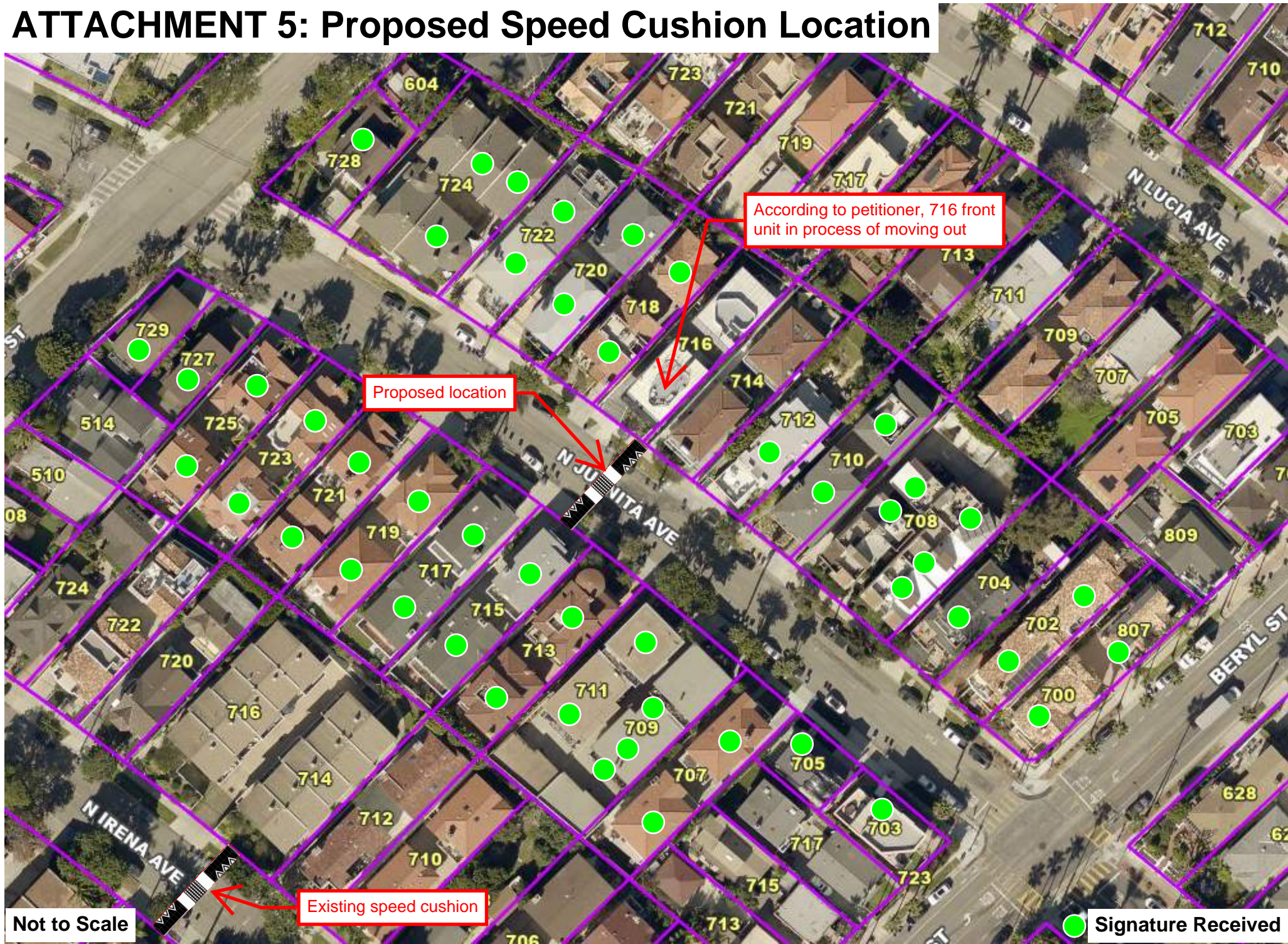
7/26/2005

700 Block N Juanita Avenue Speed and Volume Summary

DATE	NORTHWEST VOLUME (VEH/DAY)	SOUTHEAST VOLUME	TOTAL DAILY VOLUME	NORTHWEST 85TH % SPEED (MPH)	SOUTHEAST 85TH % SPEED	TOTAL 85TH % SPEED
Sunday, 24 March 2024	262	223	485	33	29	32
Monday, 25 March 2024	345	267	612	33	30	32
Tuesday, 26 March 2024	351	351	702	32	30	30
Wednesday, 27 March 2024	345	280	625	32	30	31
Thursday, 28 March 2024	345	314	659	32	29	31
Friday, 29 March 2024	328	276	604	33	30	31
Saturday, 30 March 2024	228	214	442	32	29	31
7-DAY AVERAGE			590			
AVERAGE 85TH % SPEED				32	30	31
REQUIRED SPEED FOR SPEED CUSHIONS						32

[a] Northwest is towards Agate, southeast is towards Beryl.

ATTACHMENT 5: Proposed Speed Cushion Location





Administrative Report

J.4., File # PWS24-0702

Meeting Date: 4/22/2024

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: Department of Public Works

TITLE

DISCUSSION AND POSSIBLE ACTION FOR THE SCHEDULING OF A PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING IN THE MONTH OF MAY 2024

EXECUTIVE SUMMARY

The by-laws of the Public Works and Sustainability Commission state that regular meetings are scheduled of the fourth Monday of the month. As the fourth Monday in May 2024 falls on the Memorial Day Holiday, City Hall will be closed and the regularly scheduled meeting is unable to be held on this day.

Additionally, the City's videographer is retiring at the end of the April and the new contract for the City has entered into a contract with a new videographer that will begin on May 1, 2024. Staff will be working on the logistics of scheduling special meetings with the new videographer next week.

At this time, the available dates for a special Public Works and Sustainability Commission Meeting are May 28, 29, and 30. To help ensure a quorum, staff would like to know of the availability of the Public Works and Sustainability Commissioners for the potential dates of a special meeting on May 28, 29, or 30.

It is recommended that the Commission consider the cancellation of the Regular Public Works and Sustainability Commission Meeting in May due to it falling on a holiday. And since the date of the special meeting is unknown at this time, the April meeting will end with a motion and vote to just adjourn the meeting.

As soon as staff confirms the availability for a special meeting date with the videographer, the Public Works and Sustainability Commission Liaison will notify the Commission to help with scheduling and the preparation and distribution of proper noticing.

COORDINATION

Coordination of the proposed changes were coordinated between the Public Works Department and the City Clerk's office.