

Residence of Palos Verdes Blvd and Prospect Ave.

September 26, 2024

TO: Lt. Corey King

Lt. King,

Thank you for providing us the SMARTstat Analysis Report to review.

It was shared with several residence of the targeted area and many contributed comments which you will find within this document.

The issues we face here are greater than just speeding on PVB and Prospect. We try to identify some of them in this document.

We recently experienced one resident that got hit at the intersection and knocked out and then a few weeks later, my neighbor Mike Wood almost got run over by a car losing control coming around the corner. Many are in awe that more serious accidents have not happened.

I Do not know where we go from here but we think that there were many issues identified in the document that require follow-up either by the RBPD or the City Council.

We all thank you for your service!

For the neighborhood residence,

John Perchulyn

310-989-1240

cc: Chief Joe Hoffman

Officer Prestia

Officer Loftstrom

Council member Neils Nehrenheim

SMARTstat Analysis Report

Evaluation by the neighborhood Residence

Executive Summary

In August of 2023, I raised the issue of the extremely loud vehicles accelerating at a high rate of speed to Nils Nehreheim. As evidence, I provided Nils a stack of db readings I captured on our property here at 1303 S Prospect Ave. and the corner of Palos Verdes Blvd.

Those readings were delivered to Captain Naylor, which has since retired. Captain Naylor committed to doing a noise study. I was informed that equipment had been purchased and officers were being trained to use it. This event never happened to the best of my knowledge.

If a car is emitting excessively loud noise, it only stands to reason that as the noise gets louder, the car is accelerating faster. Therefore, the initial complaint morphed into a speeding issue so complaints from that point forward were reported as "speeding".

These "wannabe drag racers" as I call them, not only perform their take offs here at the intersection but at every stop sign along the path of Palos Verdes Blvd. and the whole way to PCH and Sepulveda Blvd (I have recordings) So other residence also started getting annoyed and we began jointly complaining.

The issue of illegal truck traffic then entered the picture when the city held a meeting to discuss PVB and Prospect being a truck route. A mailing was to be sent out to 1500 residents that would be impacted but it never did. This lead to a very light turnout at the meeting but never-the-less, many residences expressed their opinion that the current NOT A TRUCK ROUTE laws should be enforced.

Some residence on many occasions complained about how many cars blow through the stop signs at the avenues along PVB and Prospect Ave. And then there are the vehicles that race through the intersection to beat the red light which many of them do not.

On several occasions, residents have attended City council meetings as well as Safety council meetings to raise these issues.

All of these traffic issues present a very dangerous environment for the safety of our community not to mention the impact on our quality of life.

Based on the recent SMARTstat analysis the Redondo Beach Police Department conducted and concluded that *"we have found no significant speeding issues with vehicles in the area of Prospect Ave. and Palos Verdes Blvd."* all of the residence that contributed to this document disputed the RBPD assessment.

Although the report only addressed the speed issue, residence expressed their views on the all around traffic issues that really plague the neighborhood.

So the following document exposes those concerns as well as addresses the speed study directly.

Residence evaluation of the SMARTstat Analysis report And associated other concerns

The report identifies only 90,811 vehicles. The condensed report we first got, indicated vehicles were recorded in all 4 directions totaled 824,895.

Close attention was paid mostly on the totals generated by the report and although we referenced hourly stats, we focused mainly on the "big picture".

The first question requires some clarification.

The "condensed" report shows that traffic and speeds were measured in all four directions of Palos Verdes Blvd. and Prospect Ave. Yet the SMARTstat report only offers statistics for Palos Verdes Blvd. Approaching and Receding traffic.

In an email sent to Michael Wood from officer Prestia, he indicated that a traffic/speed study was not conducted on Prospect Ave.

Could this be clarified? ①

If we understood correctly, the stealth speed device was mounted on a pole at 1303 Palos Verdes Blvd. 1303 PVB is on the Northwest side of PVB. At one point the device was seen on a pole on the South West side.

Could this be clarified? ②

If we read the report correctly, based on the Weekday Total Vehicles report, there were 59,893 cars approaching the radar unit but only 6,287 vehicles recorded in the receding traffic. That is a difference of 53,606 vehicles.

We want to believe that the traffic traveling on PVB through the rush hour traffic would be residents from the hill and the surrounding area south of PVB heading to their destination. We would think that a similar count would be returning and recorded on the receding traffic count.

Is there any explanation to this difference? ③

The reason we are focused on the exact positioning of the Stealth Radar device is because it would make a considerable difference in the entire findings of the report statistics.

For example, if the device was positioned on the pole on the Southwest side, which is 183 feet from the intersection, the approaching traffic would be headed towards the red light at the intersection of Prospect Blvd.

If the light is green at the intersection, the device would be capturing the traffic flow.

However, once the light turns yellow (measured at 4-5 seconds) and then red, traffic flowing in that direction would be slowing down and eventually stopping. *The radar unit would be recording the traffic either going really slow or stopped.*

The light remains red measured at approximately 30-35 seconds. That means out of every hour, for a half an hour, traffic would more than likely be slowing down and/or stopped.

When the light turns green, due to backed up vehicles, traffic would be "slowly" accelerating

With the light at Prospect being green, traffic going in the receding direction would be recorded traveling mostly normal. If there was acceleration over the speed limit the radar would be catching it at the lower end of the speeding.

If the unit was on the Northwest side pole, which is 194 feet from the intersection with a different angle view, the stats would differ due to the proximity of the unit from the intersection.

The report identifies a total number of speeders to be 11,467. That would break down to be 546/day. According to the Volume by hour chart, it appears that this would be between the hours of 7 a.m. to 7 p.m.

The condensed report identifies total traffic at 824,895. 15% of that would be 123,734 speeders or 5,892 speeders/day. We find this extreme.

The first topic of argument was the positioning of the radar unit. Regardless of it being on the north or the south side of PVB, no one believes it captures the true activity of this intersection or streets in all directions.

All agreed that to get a true and accurate reading of the speeders, the unit needs to be placed in all four directions about 150 feet or more past the intersection. A map is attached indicating where we felt the study would achieve more accurate readings

This location would capture all of the vehicles once they departed the intersection and had time to accelerate or are already considerably accelerated

In a telephone conversation with Lt. King, I played for Lt. King a recording of a motorcycle going past my house. The radar capture at its location would have been far less than what the biker ended up going down PVB towards Torrance city limits.

Recently I clocked a very large truck going 42 M.P.H. about 100 feet past the Prospect intersection. At the radar location he would have been clocked going much slower.

This is true of the dozens and dozens, of the "want to be drag racers" I have recorded, and other residence complain about which sometimes adds up to 72/day. Their peak of acceleration is way beyond the intersection no matter in what direction they are going in.

Residences believe that the positioning of the unit where it was does not really capture the actual speeding that goes on.

Comments from the residence

We are all in agreement that the 85 percentile is not a formula that should apply to the PVB and Prospect corridor for the following reasons.

- There are 3 schools within a half a mile of each other

- There are two 25 MPH Speed Zone lights prior to Tulita in each direction on prospect Ave. Neither of them is working and has not been on over 10 years. The school guards at this crossing said the traffic is "horrible", "crazy" and that cars go through the stop sign at the Tulita crossing.

- During a school day, between 2 -3 p.m., with a professional Bushnell radar gun I clocked 45 cars speeding at the broken 25 MPH light. The slowest recording was 34 MPH and the highest was 45 MPH with kids present. The sign is 144' from the PVB and Prospect intersection and only 177'1" from the intersection where the kids cross the street.

- Tony Magana has also clocked speeding cars heading south west on Prospect about 150 feet from the 1303 PVB poll where the unit was mounted. He was getting readings of 38, 48, 52, 53 63, and up to 68 MPH.

-There are dozens and dozens of kids going to school that cross no less than about 20 intersections to get to these schools.

~~-The location of the radar seems bad because it's before an intersection...~~ so cars speeding up and slowing down from the light will appear slower than they were or will be

-The radar unit cannot distinguish between cars and trucks. In a study conducted over 4 days in 12 hour windows, we have recorded an average of 130 trucks a day crossing the intersection. A speeding truck presents a greater danger to the children and residents than a car.

-The radar unit cannot detect how many vehicles have gone through the red light at the intersection. Drivers are constantly gunning their engines to beat the red-light. Many of them do not make it as I witness when I work around the house. In a half hour period I witnessed 3 vehicles trying to beat the red light and missed.

-A lot of biking organizations use PVB route, they should not be exposed to speeding and reckless drivers as well as trying to comingle with speeding trucks and tractor trailers.

-Many, many residents take their dogs and kids for walks around this neighborhood. They also should not be exposed to speeders, reckless drivers and large trucks.

-Tony Magana has made countless calls to the RBPD about the cars going through the stop sign at Helberta Ave. Other neighbors have expressed the same situation at other stop signs along the PVB path.

-“It’s the noisy, nitrous-fueled hot-Roding 15% that cause 100% of the annoyance!”

-“These reports are useless because the people drag racing down the road causing all of the noise probably represent less than 1% of the cars”

-“Analogy – We have door locks on our homes due to the 0.01% of the population that rob our homes. We’re not concerned about the 99.99% of the good folks who won’t break in.

-“John, I watched some of those cars with modified exhaust in your video. They were excessively loud at 5 and 10 mph.”

-“Fast cars generally make more noise. If you want to control noise then your best shot is to control acceleration and speed...especially for the modified exhaust vehicles that are rudely driven on residential streets”.

-The problem seems to be loud exhaust on vehicles. Can RBPD do stealth testing on exhaust volume?”

-“So if we assume only 1 in 100 cars is aggressively & dangerously speeding that would be 5 cars per hour.”

The fact of the matter is, Palos Verdes Blvd. and Prospect Ave. is all residential. There should be more attention paid to speeding, reckless driving and illegal truck traffic here than just some percentile factor.

Several neighbors thought that the report does not match their personal experiences. These are neighbors that are beyond the radar zone and/or travel these streets on a regular basis.

It is believed that the 85 percentile is a misrepresentation of the real danger here to be speaking in terms of averages and percentiles.

The neighbors know this about the report. It identified 123,734 speeders be it 10 miles or 30 miles over the limit, due to the nomenclature of the neighborhood; we do not feel it should be identified as “No significant speeding issues with vehicles in the area of Prospect Ave. and Palos Verdes Blvd.”

~~It is our belief that “traffic calming” measures need to be implemented as well as more monitoring of the red light, stop signs and speeders.~~

It is definitely believed that the illegal truck traffic needs to be enforced to eliminate the estimated 3000 trucks a month that illegally pass through our neighborhood.

We recognize that the Police have limited resources but many would like to see more of a police presence in this corridor. An involvement of the City Council appears in order to address some of these issues.

Other related findings

Doing research for this report several articles were found that also raised some questions.

In the City of Redondo strategic plan, **Goal 5: Maintain a High Level of Public Safety**. Objective Item 9 calls for Traffic Law Enforcement and Safety on Residential Streets.

Does the Redondo Beach Police Department believe you are achieving this objective? If so, how? (4)

In the **Blockwise – July Executive Summary Report** dated August 7th, 2024, 47% of the respondents felt Streets and Traffic are the top concerns. It shows that this concern rose 7%

The top 3 concerns breakdown showed Streets and Traffic at 83%, breaking it down to Traffic enforcement at 39% and reckless driving at 36%

So we feel that we are really not out of place raising the issues that we have about the SMARTstat Analysis Report.

This report was compiled from input and comments from the following residence as well as residence on Nextdoor community social media thread.

Mariann McEniry
Jose Drinchilla.
Sean Goodsell.
Diane Damianakes
Debora Vidarte
Angela Glassman
John Vidarte
Sean Gesell.
Robert Wilkinson
Anthony Magana
Cindy Magana
Albert Chiu
Rolf Strutzenberg
Jill Daskalckis
Cee Cee Murphy

26 RESIDENCE

Robert Schuler
Carol Schuler
~~Donna Wright~~
Stan Eisenberg
Maryln Brajevich
Blaz Brajevich
Joyce Perchulyn
Mike Wood
Lea Wood
Christopher Jones
Diane Jones

A day in the activities at the Prospect and PVB intersection

The following consists of screen grabs from a 9 1/2 hour video taken of the intersection from the roof of my garage pointed down PVB looking northwest.

The main purpose of the video was to capture how many vehicles go through the red light. However, it actually has a 3 fold purpose.

- 1) Vehicles going through the red light.
- 2) How much truck traffic there is.
- 3) The pedestrian traffic that is being endangered by 1 and 2.

What this section does not capture is how many vehicles went through the red light at the other 3 intersections and due to the tree blockage, how many trucks either turned onto North Prospect from PVB and how many trucks turned onto PVB heading south on Prospect Ave.

Some highlights putting residents in danger

- Many images of the mix of pedestrian traffic at this intersection consisting of bikers, parents with baby buggies, parents with kids and residents walking their pets.

-105 Tractor Trailers and large trucks crossed the intersection.

-59 Frames of cars and trucks going through the red light. Some frames have multiple cars.

1 Direction

-Frame 024 pedestrian is about to cross the street as car goes through RL.

-Frame 041 has an Athens garbage truck going through the red light

-Frame 153 has a small kid standing at the intersection as a truck goes through the red light

-Frame 179 has a large truck going through the red-light.

-Frame 253 shows how our infrastructure is cracking and tractor trailers are not helping it

And this is only one day and 1/3rd of the intersection.



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PVB speed measurement, beyond the intersection

Argument was presented that the Stealth radar unit was placed in a location that truly does not measure the traffic issues.

Traffic flow going north east on PVB is hindered by stop signs at Helberta and then slows as it approaches the red light.

A more representation of the traffic flow in all four directions would be place the radar device several hundred feet beyond the intersection in each direction

On September 20th, between 3:48 and 4:50 I measured the speed of traffic beyond the intersection further down PVB.

Here were my findings. Of course, with a hand held unit I could not measure everyone and could not get a car count.

SPEED LIMIT = 30 MPH

31-35 = 0

36-40 = 46

41-45=36

46-50=9

51-55=4

56-60=0

One thing that could not be measured was the "wanna-be-dragracers" departing the intersection.



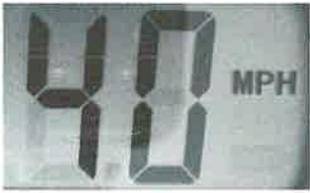
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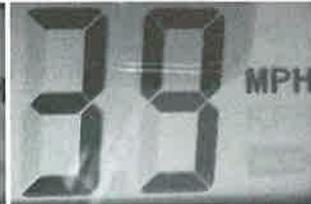
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Tulita School Crossing

One of the most dangerous places in this corridor is the Tulita School crossing.

There are 25 MPH signs in both north and south directions and neither of them works. When I tried to see if they could be fixed last year I was told there is no money in the budget to fix them and appear there hasn't been for 10 years.

The attached radar readings were taken on September 18, 2024, between the hours of 2-3 PM in the afternoon as school was letting out.

My location was under the non-operating 25 MPH sign/light prior to the intersection of Prospect and Helberta, where dozens of school children cross twice a day.

The highest reading was 45 MPH which is 20 MPH above the speed limit when children are present.

The crossing guard said, "its crazy here" adding that cars not only go fast but go through the stop sign.

Here are the readings

26-30=0

31-35=17

36-40=21

41-45=8

46-beyond=0

This is just 1 reading for 1 hour. During the week there are at least 10 such crossings consisting of over an hour for each one.



SCHOOL
SPEED
LIMIT
25
WHEN
CHILDREN
ARE PRESENT





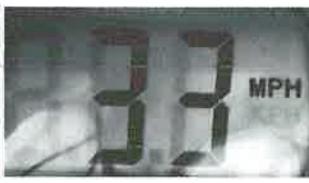
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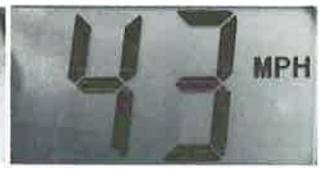
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