

**CITY OF REDONDO BEACH
PUBLIC WORKS AND SUSTAINABILITY COMMISSION AGENDA
Monday, June 23, 2025**

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:

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- 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. Jesse.Reyes@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 PUBLIC WORKS AND SUSTAINABILITY COMMISSION AND BUDGET AND FINANCE COMMISSION MEETING MINUTES FOR THE APRIL 28, 2025 SPECIAL JOINT MEETING](#)**

- F.3. [APPROVE THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING MINUTES FOR THE APRIL 28, 2025 REGULAR MEETING](#)**

- 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. [RECEIVE AND FILE THE LOS ANGELES COUNTY SANITATION DISTRICT'S PRESENTATION](#)**

- J.2. DISCUSSION OF STRIPING ENHANCEMENTS ON PROSPECT FRONTAGE ROAD (500-600 BLOCK)
- J.3. DISCUSSION OF TRAFFIC CALMING MEASURES AT FLAGLER/CLARK INTERSECTION
- J.4. DISCUSSION OF POTENTIAL REFORMS TO THE CITY'S PREFERENTIAL PARKING PERMIT PROGRAM

K. COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS

L. ADJOURNMENT

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 July 28, 2025, in the Redondo Beach Council Chambers, at 415 Diamond Street, Redondo Beach, California.

It is the intention of the City of Redondo Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the City Clerk's Office at (310) 318-0656 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.

An agenda packet is available 24 hours at www.redondo.org under the City Clerk.



Administrative Report

E.1., File # PWS25-0621

Meeting Date: 6/23/2025

TITLE
BLUE FOLDER



Administrative Report

F.1., File # PWS25-0625

Meeting Date: 6/23/2025

TITLE

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

PROOF OF POSTING

I, Jessica Handlin, 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 June 23, 2025

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: June 19, 2025 at 5:00 pm
(date) (hour)

Posted at: DOOR "1" BULLETIN BOARD

and at CITY CLERK'S OFFICE

Jessica Handlin, Analyst

06/19/2025
Date



Administrative Report

F.2., File # PWS25-0929

Meeting Date: 6/23/2025

TITLE

APPROVE THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION AND BUDGET AND FINANCE COMMISSION MEETING MINUTES FOR THE APRIL 28, 2025 SPECIAL JOINT MEETING



Minutes
Special Joint Meeting
Public Works & Sustainability and Budget & Finance
Commission – 6 P.M.
Monday, April 28, 2025

A. CALL TO ORDER

A Special Joint Meeting of the Redondo Beach Public Works and Sustainability Commission and Budget and Finance Commission was called to order by City Engineer Lauren Sablan at 6:00 P.M., in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California, and teleconference.

B. ROLL CALL

Commissioners Present: Simpson, Bajaj, Anderson, Beeli, Chair Arrata, Jeste, Chair Allen, Woodham, Sherbin

Commissioners Absent: Tsao, Nafissi, Samples

Officials Present: Stephanie Meyer, City Finance Director
Lauren Sablan, City Engineer
Jesse Reyes, Capital Projects Program Manager/PWSC
Liaison
Erin Smith, Budget & Finance Liaison

C. SALUTE TO THE FLAG

All Commissioners stood and recited the salute to the flag.

D. ELECTION OF TEMPORARY CHAIRPERSON FOR JOINT SESSION

City Engineer Sablan invited the commissioners to nominate a chairperson for tonight's meeting.

Motion by Commissioner Simpson, seconded by Commissioner Anderson, to approve the nomination of Chair Arrata as the evening's chairperson.

Motion carried, by voice vote, 9-0. Commissioners Tsao, Nafissi, and Samples were absent.

E. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS

E.1. BLUE FOLDER

Motion by Commissioner Beeli, seconded by Commissioner Allen, to receive and file the Blue Folder items.

Motion carried, by voice vote, 9-0. Commissioners Tsao, Nafissi, and Samples were absent.

F. ITEMS FOR DISCUSSION PRIOR TO ACTION

F.1. DISCUSSION REGARDING THE PROPOSED 2025-26 FY FUNDING FOR CAPITAL IMPROVEMENT PROJECTS (CIP)

Capital Projects Program Manager Reyes gave some background on the item; explained it is a program status update for the CIP, looking at projects that are currently active this year as well as looking at project developments for next FY; presented a PowerPoint which included:

- Why is CIP Important?
 - City Infrastructure Impacts: Quality of Life; Health & Safety; Property Values; Economic Development; City Liability
 - CIP Accomplishments – provided a slide of the last 5 years' (2020 – 2025) accomplishments on both the expenditure side and project side
 - \$17.8 million has currently been spent this year
 - Active CIP Projects
 - Listed 19 completed projects Y-T-D
 - Listed 9 projects that are in construction
 - Listed 14 projects in procurement
 - Listed 18 projects in design process
 - Next Steps
 - Recommendations of Staff CIP Committee
 - City Manager's Proposed Budget to the City Council by May 16th (Charter date)
 - Planning Commission review of FY 2025-26 CIP on May 15th
 - FY 25-26 CIP Budget Public Hearing on June 10th
 - Evaluation Criteria – needs to meet one or more of the following:
 - Health and safety?
 - Mandated?
 - Implement a Strategic Plan goal?
 - Does it complete an existing project?
 - Does it support economic development?
 - Will it result in future operating savings?
 - Is there significant outside funding?
 - CIP Recommendation
 - Carryover Projects
 - Listed 7 carryover projects totaling \$64,544,284 (noted much of the money is grant funded)
 - Draft FY 25-26 CIP
 - FY 24-26 CIP budget recommendations in development
 - Areas of focus: Complete existing projects – 120 projects
 - Residential Street Rehabilitation
 - City Facility Infrastructure – Veteran's Park, RBPAC, Civic Center, Citywide Roof and HVAC

- Regional Metro M and R Projects – Design and Construction – MAT Project, Riviera Village Multi-Modal Improvements, Aviation/Artesia right turn lane, NRB Bike path, Traffic Signal communication upgrades

Budget & Finance Chair Allen asked for clarification on the redirection of the FP Funds.

Capital Projects Program Manager Reyes stated they are not using FP funds towards other projects but redirecting discretionary capital funds that were put towards the PD and Fire stations; clarified that since Measure FP has passed the discretionary funds no longer need to be focused towards those facilities and can be used for other City projects; continued with the presentation and concluded it; asked that a motion is made to receive and file.

Budget & Finance Commissioner Jeste spoke about requesting more details on completed projects for over a year; asked what the original proposal to City Council was and what they approved; noted that most proposals are optimistic and then always end up going over budget; requested to see the original proposals of all the completed projects, what Council approved and what the costs were at completion; stated this information would be useful to calculate the costs of the new projects.

Budget & Finance Commissioner Anderson added he would also like to see contingency budgets that were allocated.

Capital Projects Program Manager Reyes interjected stating they provided feedback on specific projects when they awarded them and they included contingencies; explained the City's process further; noted that if they are not comfortable with the level of funding they do not move forward with it and used the Pier parking structure as an example; spoke in more detail on project overruns and how the City defines it and mentioned the difference between overruns and incorrect budget estimates.

Budget & Finance Commissioner Jeste stated he is not questioning why or how but just wants to see the data; stated without the data the Budget & Finance Commission cannot make any analysis determinations.

Budget & Finance Chair Allen requested to see the Draft FY 25-26 CIP Budget slide; commented that they can place the numbers in a column next to each project.

Capital Projects Program Manager Reyes stated it is not as simple as that; spoke more about the projects and the hurdles they come across.

More discussion followed regarding placing the data in columns, the changes that occur during projects that affect the budget, avoiding headline risks, and what the Budget & Finance Commission's purpose is in analyzing this type of data.

Capital Projects Program Manager Reyes wanted to make clear what constitutes a budget overrun and costs that are incurred due to unforeseen project changes.

More discussion followed regarding the Budget & Finance Commission's request for the data.

Budget & Finance Commissioner Woodham stated all they are really talking about is being able to distinguish between a cost overrun and a project that has simply grown over time for logical reasons.

Budget & Finance Commissioner Anderson spoke about contingencies and how given the data they can help the City plan for it; mentioned his experience with grant funding and cautioned them to be particular on the type of improvements the City is looking to put in the grants; explained in detail why he suggested they be cautious.

More discussion followed on grant requests and the City's experience with them.

Budget & Finance Commissioner Woodham wondered about early figures on expenditures, capital improvement, and project expenditures of \$20.4 million in 2023 and asked how much of a hit it was on the General Fund versus grants.

Capital Projects Program Manager Reyes stated grant funding is about a fifth to a fourth of all funding; noted the City has a lot of restricted funding and used transportation funding as an example; spoke about discretionary/capital funds or general funds and stated the Council dictates where that money is spent and noted it is a very small amount of the entire CIP budget.

Budget & Finance Commissioner Woodham stated they would like to be provided with that information.

Capital Projects Program Manager Reyes stated they can provide that and it is broken down by funding sources.

Budget & Finance Commissioner Woodham asked how the impact of inflation has affected the costs with projects; spoke of the impacts of Covid and the fires disrupting the supply chain.

Capital Projects Program Manager Reyes stated they are through the Covid impacts and are able to better estimate projects; mentioned their last few projects have been close to the engineers' estimated costs; noted they are waiting to see how the tariffs will impact their new and future projects; stated that the City is protected when they award a project to a contractor because that contractor placed a bid they are bound to.

More discussion followed regarding impacts they have seen from past or current projects that started months or years ago.

Chair Arrata asked if it is possible to put a timeline on getting the data with the actual costs and the percentage of change for the Budget Committee so they can make recommendations.

Capital Projects Program Manager Reyes stated they can work on that; noted they are in the middle of budget season; stated as soon as he can put together the proposed CIP budget and look back at previous projects or current projects, he can get those to them.

Chair Arrata asked to see the slide titled Draft FY25-26 CIP Budget; asked if she heard correctly that they were taking funds from the City's Police and Fire Departments to fund other categories.

Capital Projects Program Manager Reyes clarified that money that was normally allocated towards their facility improvements will no longer be because of Measure FP; noted they still allocated some funds to make sure the living quarters are sufficient since it will take several years before construction is completed.

Budget & Finance Chair Allen asked how much was being allocated towards the facility.

Capital Projects Program Manager Reyes stated about \$300,000 to \$500,000.

More discussion followed and Capital Projects Program Manager Reyes stated tentatively they can look at August to get the Budget & Finance Commission the report they are asking for.

Commissioner Bajaj asked for the projected revenue of Measure FP.

Capital Projects Program Manager Reyes answered it approved \$93.5 million for two new fire stations, a new police station and the police annex.

Motion by Budget & Finance Chair Allen, seconded by Commissioner Simpson, to receive and file the Capital Budget.

City Engineer Sablan reported there were no eComments and no one on Zoom.

Motion carried 9-0 by voice vote. Commissioners Tsao, Nafissi, and Samples were absent.

Motion by Budget & Finance Chair Allen, seconded by Commissioner Simpson, to adjourn the meeting of joint commissions.

Motion carried 9-0 by voice vote. Commissioners Tsao, Nafissi, and Samples were absent.

**G. ADJOURN JOINT MEETING OF THE PUBLIC WORKS AND
SUSTAINABILITY COMMISSION AND BUDGET AND FINANCE
COMMISSION – 6:52 P.M.**

Motion by Budget & Finance Chair Allen, seconded by Commissioner Simpson, to adjourn the meeting of joint commissions at 6:52 p.m.

Motion carried 9-0 by voice vote. Commissioners Tsao, Nafissi, and Samples were absent.

Respectfully submitted:

Andrew Winje
Public Works Director

Stephanie Meyer
Financial Services Director



Administrative Report

F.3., File # PWS25-0629

Meeting Date: 6/23/2025

TITLE

APPROVE THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING MINUTES FOR THE APRIL 28, 2025 REGULAR MEETING



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

H. CALL MEETING TO ORDER

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

I. ROLL CALL

Commissioners Present: Simpson, Bajaj, Anderson, Vice Chair Beeli,
Chair Arrata, Nafissi (7:43 P.M.)

Commissioners Absent: Tsao

Officials Present: Ryan Liu, Traffic Engineer
Lauren Sablan, City Engineer
Jesse Reyes, Capital Projects Program
Manager/PWSC Liaison

J. APPROVE ORDER OF AGENDA

K. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS

Capital Projects Program Manager Reyes reported Blue Folder items for P.1, P.2, and P.3.

Motion by Chair Arrata, seconded by Commissioner Anderson, to file the Blue Folder items.

Motion carried 5-0 by voice vote. Commissioners Tsao and Nafissi were absent.

L. CONSENT CALENDAR

Motion by Commissioner Anderson, seconded by Commissioner Simpson, to approve the Consent Calendar items.

Capital Projects Program Manager Reyes reported no eComments and no one on Zoom.

Motion carried 5-0 by voice vote. Commissioners Tsao and Nafissi were absent.

- L.1. APPROVE AFFIDAVIT OF POSTING FOR THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING**
- L.2. APPROVE THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING MINUTES FOR THE MARCH 24, 2025 REGULAR MEETING**
- L.3. RECEIVE AND FILE PUBLIC WORKS AND SUSTAINABILITY COMMISSION APPROVED PROJECTS STATUS UPDATES**
- L.4. RECEIVE AND FILE THE MONTHLY UPDATE TO THE CITY'S STRATEGIC PLAN THREE YEAR GOALS AND SIX-MONTH OBJECTIVES ADOPTED BY COUNCIL ON OCTOBER 8, 2024**
- M. EXCLUDED CONSENT CALENDAR ITEMS - None**
- N. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**
- N.1. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

Capital Projects Program Manager Reyes reported a hand raised on Zoom.

Mark Nelson (via Zoom) mentioned in 18 months BCHD is scheduled to begin demolition on the hospital despite the 20 point rejection of funding by its voter owners on Measure BC; stated from late 2026 through 2027, contractors will create traffic noise, particulates vibration and have to dispose of a number of toxics, including asbestos, industrial power plant waste, medical biohazard, medical nuclear waste, buried fuel tanks and contaminated soil; stated during Beach Cities' 400 foot long, \$2 million bike lane project they queued up prospect frontages from 400 to 600 due to a lack of advanced planning and no oversight; mentioned BCHD is also proposing 200 units of senior housing on the site and needlessly demolishing the hospital; opined they will damage the health, safety and quality of life of the surrounding neighborhoods; noted this will go on for 5 to 10 years; spoke of all the hazards they will create with this project; urged the Commission and Public Works to intervene early and seek input from the surrounding one half mile of residents before approving any permits or traffic plans for BCHD.

Capital Projects Program Manager Reyes stated no other eComments or anyone on Zoom.

- O. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None**
- P. ITEMS FOR DISCUSSION PRIOR TO ACTION**
- P.1. FOLLOW-UP DISCUSSION OF LONG-TERM INTERSECTION IMPROVEMENTS AT RIPLEY/HUNTINGTON/PERKINS**

Traffic Engineer Ryan Liu provided a PowerPoint presentation on the item which included:

- Background
 - PWSC discussed on 6/23/23 and City Council approved on 10/3/23 an all-way stop at Ripley/Perkins
 - Huntington and Perkins in design for street rehab
 - PWSC discussed, on 3/24/25, staff's proposed long-term improvements.
 - City staff modified proposed changes based on resident input
- Issues
 - West bound Ripley stop is too far from actual all-way stop at Perkins
 - East bound Huntington path of travel conflicts w/ WB Ripley
 - All-way stop contains 4 approaches that do not face each other
 - Unnecessary roadway area causes confusion
 - City originally proposed Huntington as one-way westbound
 - Resident concerned w/ rearward visibility from Ripley
 - PWSC provided additional feedback
- Revised Solution
 - Move westbound Ripley stop to Perkins
 - Realign southbound Perkins with curb extension
 - Realign eastbound Huntington with curb extension
 - Expand island with landscaping
- Marked Crosswalk Across Ripley
 - Not recommended
 - Requires ramp on south side of Ripley
 - Encourage crossing at Inglewood or Felton
 - No entrance to school at Perkins
- Available Alternatives
 - Recommend staff advance design to realign Ripley/Perkins/Huntington approaches with curb extensions and island modifications
 - Do not modify island and curbs beyond minimum standards
 - Other options as determined by the PWSC

Commissioner Bajaj asked for clarification on the plan for a new marked crosswalk at Ripley and Inglewood; asked if the crossing guard would still remain at the current crossing.

Traffic Engineer Liu commented that he believes that to be correct, that the crossing guard will remain at the Felton intersection; he does not know of any plans to move that crossing guard and mentioned they have a proposed raised crosswalk at Inglewood.

Commissioner Anderson asked about the bulb-outs on Ripley and if they are there to mitigate speed; asked if there is evidence of people jaywalking across Ripley.

Traffic Engineer Liu answered yes regarding the bulb-outs on Ripley; reported they do not have hard data for the jaywalking but it is a legal crosswalk so pedestrians are welcome to cross there; stated if more signage is needed or a need to close out that crosswalk becomes apparent they will revisit the issue.

Capital Projects Program Manager Reyes reported no other eComments or anyone on Zoom.

Motion by Commissioner Bajaj, seconded by Commissioner Beeli, to accept Staff's recommendation.

Motion carried 5-0. Commissioners Tsao and Nafissi were absent.

Vote by Roll Call:

AYES: Simpson, Bajaj, Anderson, Beeli, Chair Arrata

NOES: None

ABSENT: Tsao, Nafissi

P.2. DISCUSSION OF TRAFFIC CALMING MEASURES ON PROSPECT FRONTAGE ROAD (500-600 BLOCK)

Traffic Engineer Liu gave some background on the item; stated Councilmember Kaluderovic had a District 3 meeting in December 2024, which brought up residents' safety concerns of speeding and cut through traffic on the Prospect frontage road; showed a slide from his presentation that explained the setting of the street and traffic patterns of the area; noted there were also concerns on the main line of Prospect and they collected data in advance of that meeting which he showed on a slide; explained that the shrubs that line the street had to be removed and now the street is more exposed and the noise levels are higher; mentioned a desire for crash protective measures to be taken; presented a slide with actionable items which included:

- Staff/Council Action Since Neighborhood Meeting
 - (2) Sample plants installed (time needed to grow plants)
 - Engineering researching of cost and feasibility of sound and crash mitigation
 - D3 CM requested RBFD to reduce siren noise
 - D3 CM requested RBPB enforcement and radar for mainline
 - Staff measured 16,000 vehicles per day and 42 mph (85th percentile speeds) on mainline Prospect
- This Agenda Item
 - Pertains to traffic-related measures along frontage road

- Speed cushion request and referral per City's Speed Cushion Policy
- Frontage road access control modification (trial) – notice sent to residents
- Speed Cushion Request (Frontage road)
 - Speed Cushion Policy and forms provided to residents (Dec 2024)
 - Staff received and verified 18 signatures of 27 total (Jan 2025)
 - Staff proceeded with engineering study per Policy
 - Speeds and volumes collected (Feb 2025)
 - Frontage road meets general speed cushion criteria
 - Does not meet 32 mph threshold
 - Per Speed Cushion Policy, City staff cannot recommend speed cushions along the 500-600 Prospect frontage road

Traffic Engineer Liu stated after Councilmember Kaluderovic was informed, she referred the request to the PWSC for discussion; noted that city streets not meeting Speed Cushion Policy thresholds is common; mentioned if the Policy thresholds were met, three potential speed cushion locations were identified; paused his presentations to take any questions.

Commissioner Bajaj referred to the slide that featured the volumes of vehicles per day; asked if there was any evidence of vehicles cutting through or entering the frontage road going to the signal and then entering back onto Prospect or not complying with the "Do Not Enter" sign.

Traffic Engineer Liu stated he does not have that data; reported their data was just a simple tube measurement of speed and volumes.

More discussion followed on the amount of vehicles, the ability to track, data retrieval and if the speed cushions are necessary.

Commissioner Anderson asked if there was any crash data.

Traffic Engineer Liu reported they do not have a lot of crash data on frontage road; noted there is some history of crashes on the mainline as is typical for a street of that functional class.

Chair Arrata asked what the observation times were for the data collection.

Traffic Engineer Liu stated the tubes were laid down for 7 days and referred to the chart; noted it was between February 18 – 24 for 24 hours each day.

Traffic Engineer Liu continued with the presentation:

- Frontage Road Access Control – staff suggestions for Commission to

recommend for City Council to approve.

- No inbound access at BCHD signal
- Reduce potential conflicts
- Easy to test (3-month)
- CIP project to permanentize
- Affects residents the most (negative impact)
- All traffic must enter at either Beryl or Diamond sides (negative impact)

Traffic Engineer Liu stated staff does not have any recommendations but they are offering a proposal that could be tested if the Commission chooses to recommend it.

Chair Arrata invited public comment.

Bernard Dubois, 513 Prospect Ave, stated he could give a free evaluation of who uses that street and how unsafe it is for cyclists as well as pedestrians and vehicles; explained the use of the streets and that drivers disregard the signs that say “Do Not Enter” or “One Way”; suggested blinking signs that flash; noted that the sign is really high and drivers don’t seem to see it; mentioned other avenues drivers take to avoid stop lights and can be dangerous; mentioned the proposal could be effective but unsure; agreed with the need for foliage and a guard rail as discussed; spoke of situations and incidents he has witnessed.

Julie Hernandez, 611 Prospect, spoke of the plants and bushes dying and how discouraging it is to see their street look so devastated; mentioned times where dead trees were left until they called the City to pick them up; asked that more mature plants or bushes are planted so they don’t have to wait years for them to fill in.

Darryl Boyd, 521 N. Prospect, spoke of the privacy and noise reduction the shrubs provided when he first moved to the home; stated due to the senior living facility close by they have to hear sirens multiple times a day plus the traffic due to the lack of bushes and trees that have been taken out; mentioned it is like an echo chamber non-stop; hoped the situation could be escalated and expedited soon.

Mark Nelson (via Zoom), 511 N. Prospect, stated he has filed a counter proposal as a comment on shutting off the entrance to the street at Beach Cities; noted that due to a criminal activity, Redondo Beach police had advised him to put in a heavy security system; stated he has hours of video of the wrong-way drivers, the turns, and the illegal U-turns drivers do if the Commission would like it; reported that he has seen eight hit and runs in front of his house and spoke of the difficulties of the area; asked the Commission to take a look at what he submitted.

Capital Projects Program Manager Reyes reported no eComments and no one on Zoom.

Commissioner Bajaj stated what he is hearing is the lack of compliance for the one-way segment and then the noise issue; mentioned he hasn't heard of any reason to install speed humps but maybe there is a way to come up with some enhancements to reduce the lack of compliance on the one-way segment; gave some other suggestions for the area.

Traffic Engineer Liu stated maybe they could put in a striped bulb-out.

More discussion followed on the challenges of the area and what possible solutions they could consider.

Motion by Commissioner Bajaj, seconded by Commissioner Anderson, for the only action to be taken at this time to be some type of a bulb-out treatment for northbound Little Prospect, reinforcing the one-way, and then keeping the noise concerns as a separate discussion to be continued with City staff.

Mike Klein, Deputy Director of Operations for Public Works, reported the City is test planting a couple of plants along the island, mentioned a plant called the Wax Myrtle; spoke of using those plants and trying to obtain them at 6ft so they grow to about 8 to 12 ft; stated it will create a plant barrier and should help out with the noise; reported they have those ordered and gave some detail on what they are planning for the area.

Commissioner Anderson asked about the item in the agenda regarding the permanent CMU wall and felt it should follow under Prop 218 since it is solely for the benefit of the residents of that area and if that is the case, it would be assessed at a tax for those residents; agreed that the plants would provide the privacy and sound barrier the residents are hoping for with the issues they are having on the mainline.

Capital Projects Program Manager Reyes interjected by stating there is a BRR on this exact question regarding the wall and the landscaping that will be going to the City Council as part of their budget packet.

Amended motion by Commissioner Bajaj, seconded by Commissioner Anderson, to have staff explore a striping treatment for the northbound Prospect frontage road approaching the signal at Beach Cities driveway.

Motion carried 6-0. Commissioners Tsao was absent.

Vote by Roll Call:

AYES: Simpson, Bajaj, Anderson, Beeli, Nafissi, Chair Arrata

NOES: None

ABSENT: Tsao

P.3. DISCUSSION AND POSSIBLE ACTION REGARDING THE CONCEPTUAL DESIGN FOR THE METRO ACTIVE TRANSPORTATION GRANT PROJECT FOR THE REDONDO BEACH BL CORRIDOR & THE NRBB EXTENSION TO GRANT AVENUE AND MOBILITY HUB PROJECT

Traffic Engineer Liu presented a PowerPoint which included:

- NRBB Extension (Felton to Inglewood)
 - Construction contract awarded on 3/18/2025 to extend the N. Redondo Beach bikeway (NRBB) from Felton Ln to Inglewood Ave.
 - More walking and biking expected along the NRBB
 - City is looking to connect the future terminus at Inglewood with other corridors and destinations.
- Metro Active Transportation Grant
 - \$6.6 million grant from LA Metro to construct bike/ped improvements along Redondo Beach Blvd corridor between El Camino CC and Dominguez Park.
 - Project has completed 15% design
 - Community Outreach (2022 – Present)

Traffic Engineer Liu featured a design slide of the project and gave details and explanations.

- NRBB Extension + Native Planting Mobility Hub
- City Staff Comments
 - Featured 10 suggestions for the area and showed the types of plants they are considering
- Next Steps
 - PWSC discussion and/or recommendation. City Council to approve.
 - Coordinate design at Inglewood/Grant intersection to complement other City projects
 - Secure additional funding, sign agreements with Lawndale, Torrance, LA County

Chair Arrata invited public comment.

Liam Walsh, District 5 and volunteer for the South Bay Bicycle Coalition, stated he is looking forward to this project happening; noted that most of the El Camino college student body lives in Torrance, Lawndale, and Redondo and many are likely to ride to school; stated the completion of the project would bring the percentage from 34% to 40% complete citywide of the overall master plan; hoped for protected bike lanes throughout the project but understood they have to work with other jurisdictions; stated that on behalf of the South Bay Bicycle Coalition along with other undersigned folks,

they submitted a letter (had extra copies if needed) in support of the project but they outlined a few improvements they would like to see implemented; mentioned the segment that goes along the Galleria and asked if there could be any temporary routing through Kingsdale and Artesia.

Motion by Commissioner Anderson, seconded by Chair Arrata, to receive and file the letter brought by Liam Walsh.

Motion carried by voice vote 6-0-1. Commissioner Tsao was absent.

Commissioner Bajaj asked Liam Walsh how the City of Torrance has reacted to his request.

Liam Walsh hopes that everyone can work together; deferred to the City staff on Torrance's reaction to the project.

Aaron Altamura, Torrance resident, stated he is excited about the project but deeply disappointed that the Class 2 bike lanes are being proposed; felt that protected bike lanes are needed and it is an opportunity to save lives.

Alex Feinman, District 3, stated he is there on behalf of South Bay Forward, to voice their strong opinion for the Redondo Beach Blvd active transportation project; reported he is a frequent biker; thanked the City for taking the lead on this project; mentioned he is there to advocate for fully protected Class 4 bike lanes across the entirety of the project; focused on the safety they provide.

Capital Projects Program Manager Reyes reported six eComments all in support and no one on Zoom.

Commissioner Anderson asked Traffic Engineer Liu if there are any parallel examples of the mobility hubs.

Traffic Engineer Liu reported there is not a lot of precedent for this around their region; stated they are dependent on the needs and space available; mentioned many cities in LA surround theirs around their Bike Share but Redondo Beach does not have a Bike Share.

Chair Arrata asked what feedback the City is getting from the other jurisdictions.

Traffic Engineer Liu stated he became involved in the project after most of the community engagement was already completed; mentioned Lawndale and LA County are partnering agencies and the City has contracts with them and explained the details of their participation; reiterated that Torrance did not want to partner with the City on this project.

Commissioner Bajaj asked for clarification on what the Commission is being asked on this item.

Traffic Engineer Liu stated a receive and file of the report and a recommendation to City Council as they continue to move forward.

Motion by Commissioner Bajaj, seconded by Commissioner Nafissi, to receive and file the report and for staff to take the recommendation to City Council.

Commissioner Nafissi stated she has two questions; noticed that the City has an art installation and asked what that will look like and how to involve the community.

Traffic Engineer Liu stated as it stands now, they have a location for the art installation but have not had any discussions on what that will look like; mentioned it is independent of the bike lane extension and will not affect that schedule; noted it will not be decided by the engineering staff.

Commissioner Nafissi went on to her next question; questioned whether a water fountain could be installed there or if water installation was not allowed.

Traffic Engineer Liu stated they do want a water fountain but clarified that no water hookups for vendors will be provided; noted they do not want to make it a regional destination for the latest food truck.

Commissioner Beeli inquired about an art piece that was supposed to be placed in North Redondo for the transportation hub.

Capital Projects Program Manager Reyes answered that is in the CIP; noted there were several art projects, murals that were approved by City Council last year; stated the City is working through them and the latest one was the skatepark mural down at the Harbor and the next one scheduled is the Public Works Yard on Catalina and Gertruda; reported that it is being handled by the Community Services Department.

More discussion followed.

Motion carried 6-0. Commissioners Tsao was absent.

Vote by Roll Call:

AYES: Simpson, Bajaj, Anderson, Beeli, Nafissi, Chair Arrata

NOES: None

ABSENT: Tsao

P.4. DISCUSSION AND POSSIBLE ACTION REGARDING COMMUNICATION

WITH THE CITY COUNCIL ON ITEMS TO BE ADDED OR MODIFIED ON THE NEXT STRATEGIC PLANNING SESSION

City Engineer Lauren Sablan mentioned this item is to discuss the strategic plan and is a continuation from the last meeting; stated Commissioner Anderson was able to provide a draft letter for the Commission to review and is part of the agenda; spoke of reviewing the letter tonight and discussing any items the Commission would like to move forward to Council; mentioned the Strategic Planning Session scheduled for the following night and she would like to get any recommendations in writing from this Commission so she can present them at tomorrow's session as a Blue Folder item.

Commissioner Simpson reported he read the letter and felt it was well written and spoke well for the position of the Commission; spoke in favor of submitting it.

Chair Arrata invited public comment; noted the letter is item 4 in the Blue Folder.

Capital Projects Program Manager Reyes reported no eComments and no one on Zoom.

City Engineer Sablan suggested going over the letter in real time; proceeded to go through the letter bullet point by bullet point with the Commission.

Commissioner Nafissi felt the last bullet point needed clarity.

Discussion followed regarding the language of the last bullet point or possibly removing it; suggestions on tracking the progress of Measure FP; future updates being given to the Commission regarding the Strategic Plan.

Liam Walsh, District 5, asked about implementation of a plan on how the City will complete the Bicycle Master Plan in some dedicated timeframe

Alex Feinman, District 3, recommended adding a budget item for the Council to fund a study for protected bike lanes along Prospect Ave; mentioned 11 schools are along that street.

Commissioner Bajaj wanted to address the public comments; felt it is difficult to ask the City Council for a sunset date for implementation of the Bicycle Master Plan; explained his hesitation due to the various levels and details and difficulties needed for the plan; supported keeping the topic in the conversation when it comes to City planning.

More discussion followed with suggestions on how to keep the topic in the discussions; spoke of adding it into bullet point #2 or as its own bullet point; creating a tracking system on the progress of the bike lanes for the public to view.

City Engineer Sablan turned the focus back on editing the letter.

Motion by Commissioner Bajaj to approve the letter as edited, finalized and signed by Chair Arrata tonight, which will be submitted as a Blue Folder item for tomorrow's Strategic Planning Session.

This motion died for a lack of a second.

Commissioner Nafissi suggested a change to read: "Explore opportunities to redirect fire and police facilities repair funding that Measure FP now covers, to pressing Public Works projects or needed CIP projects."

Capital Projects Program Manager Reyes offered a suggestion to make the wording clearer on the letter so that Council knows exactly what they are looking for.

More discussion followed regarding the items noted in the letter and if it was complete and ready for Chair Arrata to sign.

Chair Arrata questioned the need to have her sign the letter. City Engineer Sablan stated if she does not feel comfortable with signing they can send it as a memo instead.

Discussion on having the Chair sign on behalf of the Public Works and Sustainability Commission ensued.

Motion by Commissioner Simpson, seconded by Commissioner Anderson, to approve the edited version of the letter, have Chair Arrata sign on behalf of the Commission, and have staff submit the letter as a Blue Folder item for tomorrow's Strategic Planning Session.

Motion carried 6-0. Commissioners Tsao was absent.

Vote by Roll Call:

AYES: Simpson, Bajaj, Anderson, Beeli, Nafissi, Chair Arrata

NOES: None

ABSENT: Tsao

Q. COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS

Commissioner Beeli wanted an update on his request to Public Works Director Winje about streetlights at certain intersections in North Redondo.

Traffic Engineer Liu stated the City is processing his request with Southern California Edison.

R. ADJOURNMENT

Motion by Commissioner Bajaj, second by Commissioner Simpson, to adjourn the Regular Meeting at 9:02 p.m. Motion carried 6-0. Commissioner Tsao was absent.

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 June 23, 2025, 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

H.1., File # PWS25-0633

Meeting Date: 6/23/2025

TITLE

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Jessica Handlin

From: Melissa Villa
Sent: Wednesday, May 7, 2025 8:37 AM
To: Kyle Lofstrom; Jesse Reyes; Jessica Handlin
Subject: FW: Public Comment: City Council, PWSC, PSC as non-agenda item at NEXT POSSIBLE MEETING

Good morning,

Below is an email to add to your May agendas.

Thank you,

Melissa Villa

Analyst

310.697.3182

Melissa.Villa@redondo.org



From: Mark Nelson (Home Gmail) <[REDACTED]>
Sent: Tuesday, May 6, 2025 10:24 PM
To: CityClerk <CityClerk@redondo.org>
Subject: Public Comment: City Council, PWSC, PSC as non-agenda item at NEXT POSSIBLE MEETING

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

This is a request to have the Public Safety Commission assess the 500-600 block of North Prospect as well as Public Works Commission. Last week safety concerns around our neighborhood were re-triggered when the Layne Pumping station was moved near the bus stop and Director Semann's child predator email about LA county security lighting resurfaced. That triggered other bus stop safety issues and the need for the area around the bus stop to be openly visible without cars parked in front to deter undesired acts there. It also triggered other issues associated with the wider BCHD area including the parking structures and the unhoused camping in the area.

Long time neighbor Daryl Boyd, also a 30+ year property owner, has been working to address some of the many problems that in his words "have increased in the past four years."

As a direct result of the discomfort and fears associated with frontage road safety issues, we haven't spent much time at our Redondo home during the past 4 years. We're retired so we can be away, but most others can't. At the recommendation of RBPD, our security video system

was expanded after a 2AM stalking incident related to yet another hit and run. We can provide footage to the city. Over the years we've had 6 vehicles hit 8 times. Following the stalking and hit and run, we no longer leave a car parked pointed north on the street at the intersection so there's no longer any visual cue indicating the south end is one-way. Our security cams show a BIG increase in wrong way and reckless traffic as a result.

There are NUMEROUS other problems caused by this deceptively complex intersection. We appreciate that the Public Works dept and commission are looking for solutions and we strongly request that the safety commission review our area –including the safety of young eBikers that use the wrong way section as a bike path to and from school.

We strongly urge the city council to engage the Public Safety and Public Works to jointly work to increase safety around the bus stop, BCHD area, and service road in general.

Thank you

Jessica Handlin

From: Jesse Reyes
Sent: Monday, June 9, 2025 3:40 PM
To: Jessica Handlin
Subject: FW: Public Comment - Blue Folder - RBCC 6/10/25 - Error Correction BRR#03 - ITEM L.2

FYI

Jesse Reyes

Capital Projects Program Manager

310.697.3171

Jesse.Reyes@redondo.org



**REDONDO
BEACH**

From: Andrew Winje <Andrew.Winje@redondo.org>
Sent: Monday, June 9, 2025 3:39 PM
To: Jesse Reyes <Jesse.Reyes@redondo.org>
Cc: Lauren Sablan <Lauren.Sablan@redondo.org>; CityClerk <CityClerk@redondo.org>
Subject: FW: Public Comment - Blue Folder - RBCC 6/10/25 - Error Correction BRR#03 - ITEM L.2

Jesse, please include this under the Comments on Non Agenda Items section of the 6/23 PWSC meeting. Thank you.

Thanks,

Andy

Andrew Winje

Director of Public Works

310.697.3151

Andrew.Winje@redondo.org



**REDONDO
BEACH**

From: Mark Nelson (Home Gmail) <[REDACTED]>
Sent: Monday, June 9, 2025 3:00 PM
To: CityClerk <CityClerk@redondo.org>
Cc: Anneke Blair <[REDACTED]>; Jeffrey Gaul <Jeffrey.Gaul@redondo.org>; Alan Klainbaum <Alan.Klainbaum@redondo.org>; Nancy Skiba <Nancy.Skiba@redondo.org>; Austin Carmichael <austin.carmichael@redondo.org>; daniella.woodnicki@redondo.org; Gilbert M. Escontrias

<Gilbert.Escontrias@redondo.org>; Cindi Arrata <Cindi.Arrata@redondo.org>; Candace Nafissi <Candace.Nafissi@redondo.org>; John Simpson <John.Simpson@redondo.org>; Andrew Beeli <Andrew.Beeli@redondo.org>; Jay Tsao <Jay.Tsao@redondo.org>; Steven Anderson <Steven.Anderson@redondo.org>; Bhuvan Bajaj <Bhuvan.Bajaj@redondo.org>; Traffic Engineering <trafficengineering@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>; James Light <james.light@redondo.org>; Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; Zein Obagi <Zein.Obagi@redondo.org>; Scott Behrendt <Scott.Behrendt@redondo.org>; Brad Waller <Brad.Waller@redondo.org>; Chadwick B. Castle <Chadwick.Castle@redondo.org>; Brock Rogerson <[REDACTED]>; Darryl Boyd <[REDACTED]>; Nancy Orchard <[REDACTED]>; [REDACTED]
Subject: Public Comment - Blue Folder - RBCC 6/10/25 - Error Correction BRR#03 - ITEM L.2

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Provided as a comment to RBCC, PSC, PWSC for immediate upcoming meetings.

The current BRR#03 estimate is incorrect in the 2025-2030 CIP package.

The BRR#03 Soundwall cost should be corrected to \$370K for full frontage, and \$230K for north of intersection frontage.

Proof of Cost Below.

Error #1 - The estimate assumes a 24-foot tall wall that it outside of the Standards Manual Min-Max range, and likely unbuildable using the methods of the cost-estimate. The California standards are 6-feet to 14-feet, with exceptions to 16-feet for specific highway use.

Error #2 - The estimate uses a unit cost dataset that contains costs for a 400-sqft wall. That is a clear outlier in size and cost in the data. When it is removed, both the average unit cost and its standard deviation are within reasonable engineering judgement.

The revised unit cost estimate using the same Caltrans database, except with the outlier removed.

That provides a unit cost of:

Caltrans Unit Cost				\$ 32.23
RBPW Adders				35%
Subtotal Cost Estimate				\$ 43.51
RBPW Inflation Adder				35%
Fully Loaded Unit Cost per SF				\$ 58.74

For the purposes of soundwall cost consideration, I provide the following two cost estimates reflecting sound wall coverage on the frontage:

- A. 6-foot tall x 1050-feet long - the entire Prospect frontage
- B. 6-foot tall x 650-feet long - the north of BCHD intersection segment of the Prospect frontage

Height	Length	Loaded Cost	Total Cost Estimate
6	1050	\$ 58.74	\$ 370,056.80
6	650	\$ 58.74	\$ 229,082.78

Therefore BRR#03 Soundwall cost should be corrected to \$370K for full frontage, and \$230K for north of intersection frontage.



Administrative Report

J.1., File # PWS25-0932

Meeting Date: 6/23/2025

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

RECEIVE AND FILE THE LOS ANGELES COUNTY SANITATION DISTRICT'S PRESENTATION

EXECUTIVE SUMMARY

The Los Angeles County Sanitation Districts are a public agency focused on converting waste into resources like recycled water, energy, and recycled materials. The agency serves about 5.5 million people in Los Angeles County. Their service area includes approximately 850 square miles and encompasses 78 cities and unincorporated areas in the County, including the City of Redondo Beach. The Sanitation Districts has prepared an informational presentation about the wastewater and solid waste services they provide.

ATTACHMENTS

1 - LACSD Presentation



**LOS ANGELES COUNTY
SANITATION DISTRICTS**
Converting Waste Into Resources

Sanitation Districts Overview

City of Redondo Beach

Danielle “Danni” Maurizio
Supervising Engineer, Solid Waste
June 23, 2025



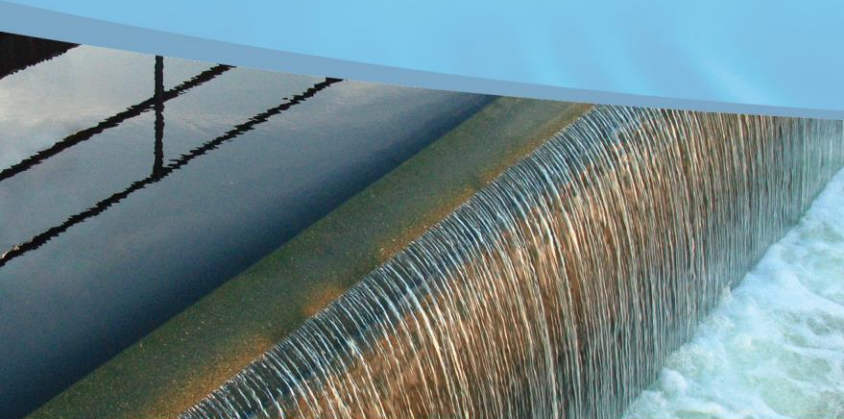


**LOS ANGELES COUNTY
SANITATION DISTRICTS**

Converting Waste Into Resources

OUR MISSION

To protect public health and the environment through innovative and cost-effective wastewater and solid waste management and, in doing so, convert waste into resources such as recycled water, energy, and recycled materials.



WATER RECYCLING

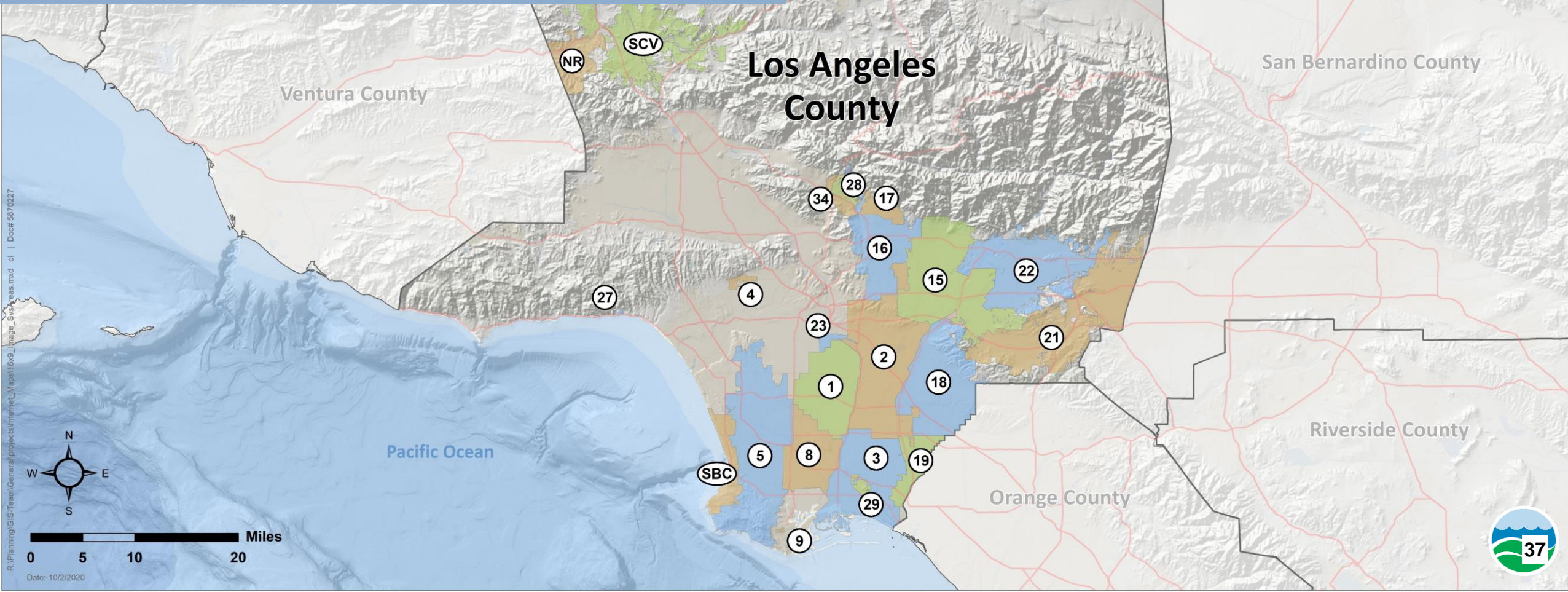


GREEN ENERGY



MATERIALS RECYCLING

We are a confederation of 24 independent special districts, providing wastewater and solid waste services.



We serve 5.6 million people.



*We collect and treat sewage
from 5.6 million people*

GOVERNANCE

24 special districts with one staff

SERVICE AREA

78 cities & unincorporated county
824 square miles

INFRASTRUCTURE

1,400 miles of sewers
11 wastewater treatment plants
Ocean outfall system



**LOS ANGELES COUNTY
SANITATION DISTRICTS**
Converting Waste Into Resources

Our 11 plants treat about 400 mgd.



What is Wastewater?



How does sewage get to a treatment plant?



We maintain 1,400 miles of trunk sewers.



Sewage enters the plant about 30 ft. below ground.



Primary treatment is sedimentation.



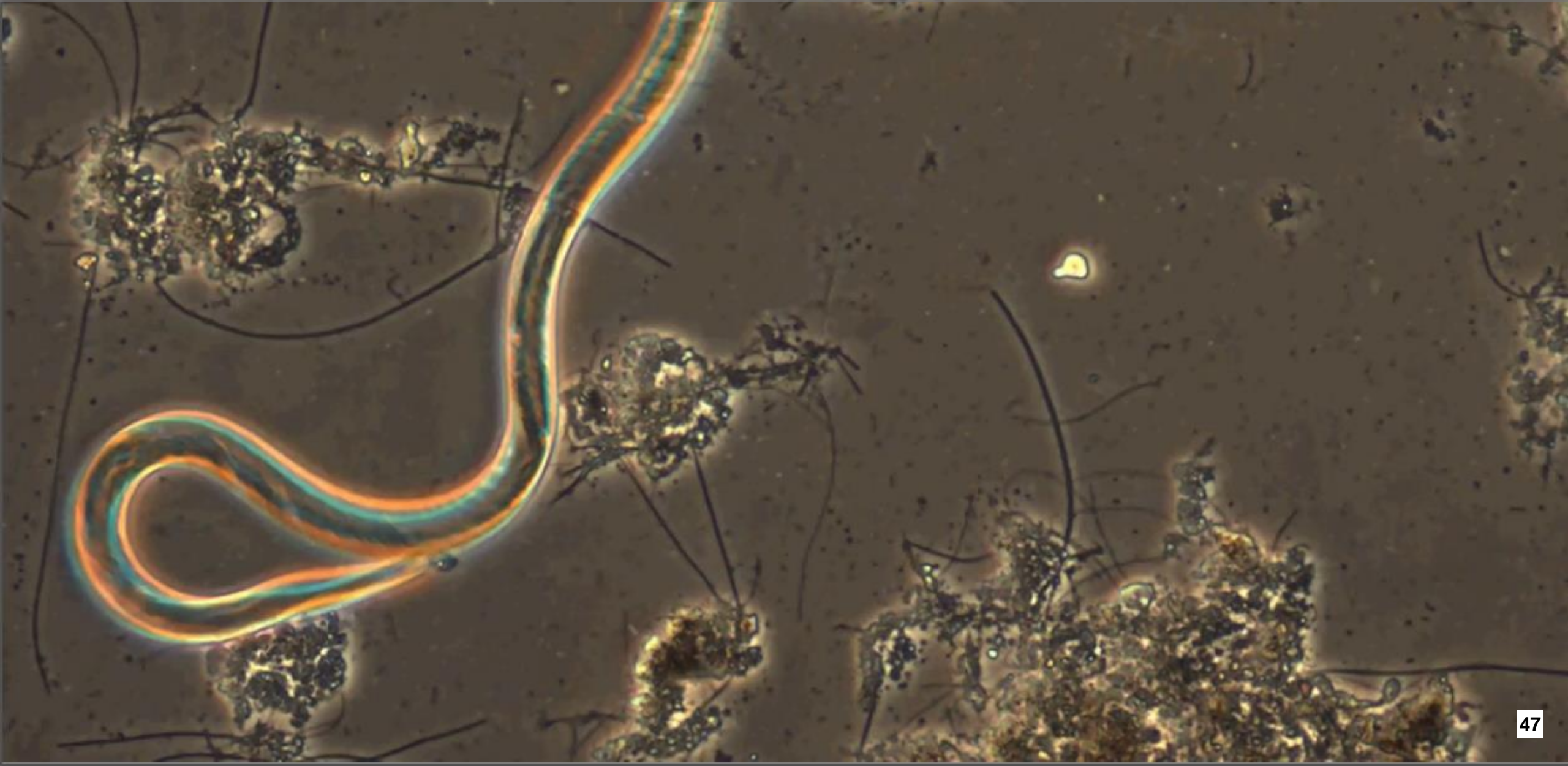
Secondary treatment is a biological process.



Aeration is the key to secondary treatment.



Microorganisms are grown in the aerated tanks.



The microorganisms are then settled out.



Secondary effluent is skimmed off with weirs.



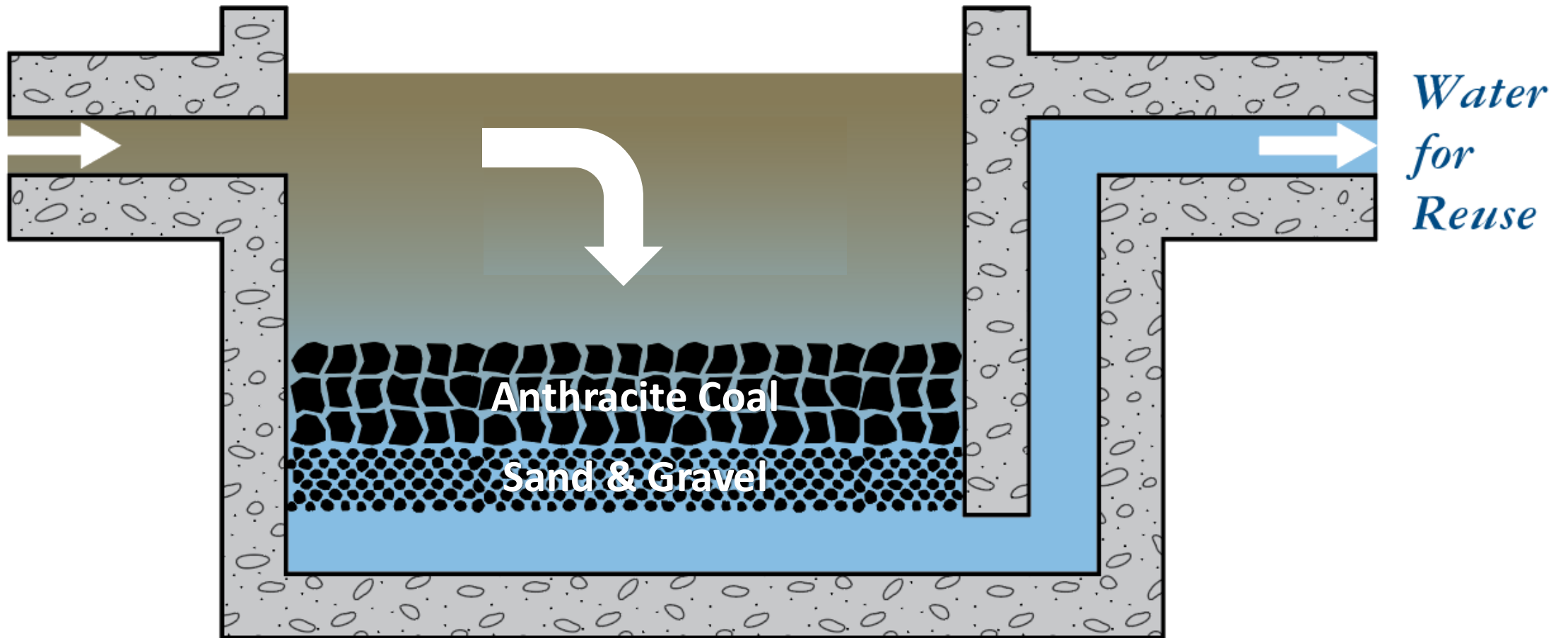
Tertiary treatment is filtration and disinfection.



Here's a close-up of a filter.



Filters have three components.



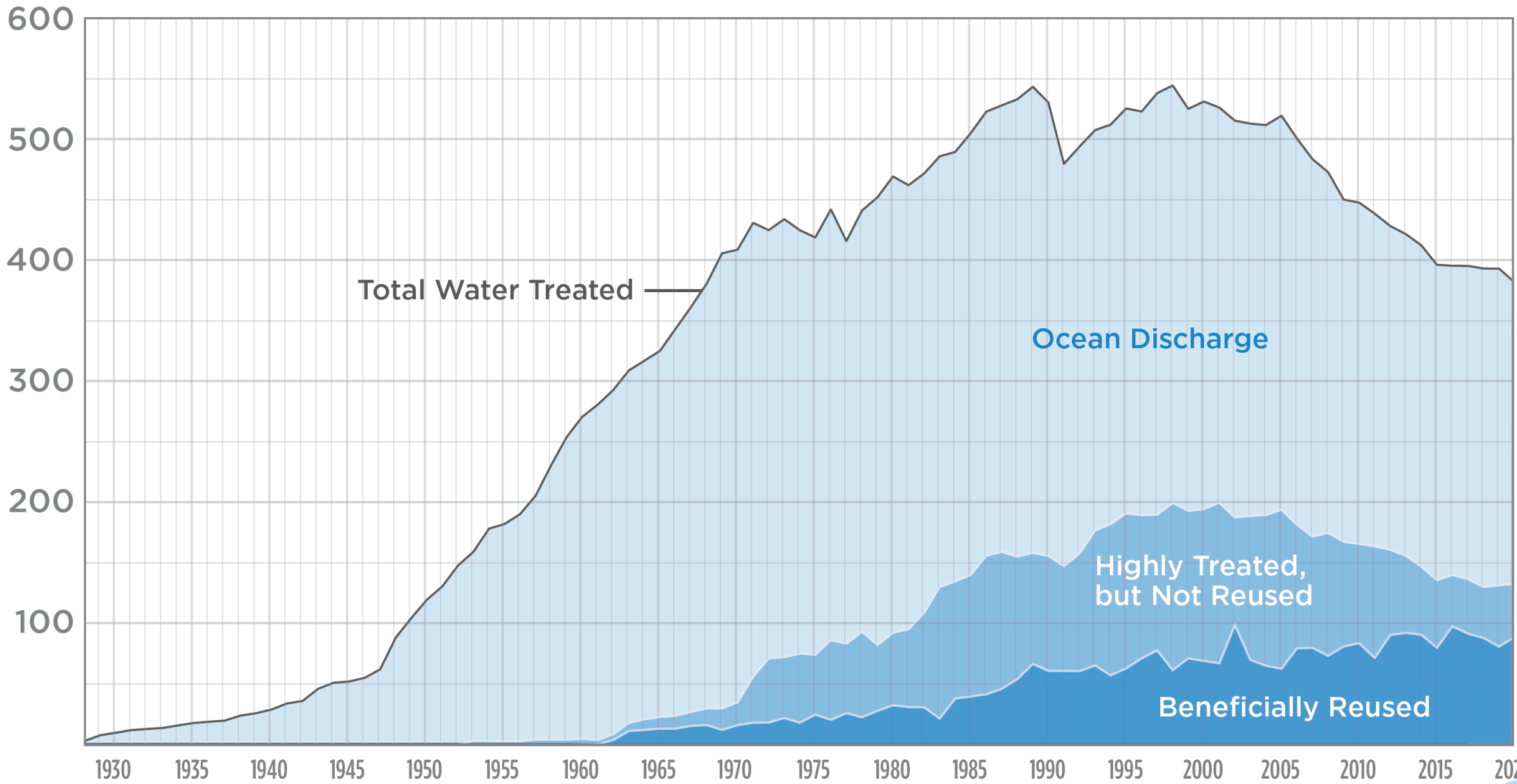
Clean water is produced in 10 to 12 hours.



Cleaned water is used for groundwater recharge.



AVERAGE MGD OVER CALENDAR YEAR



The recycled water augments local water supply.

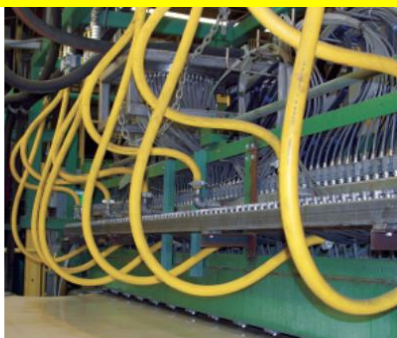


1 trillion gallons
recycled since 1962

950+
reuse sites



Agriculture



Industry



Landscaping



Groundwater



Environmental

Wasted solids are all treated at JWPCP.



Solid Waste Facilities



Operating Landfills



Scholl Canyon Landfill

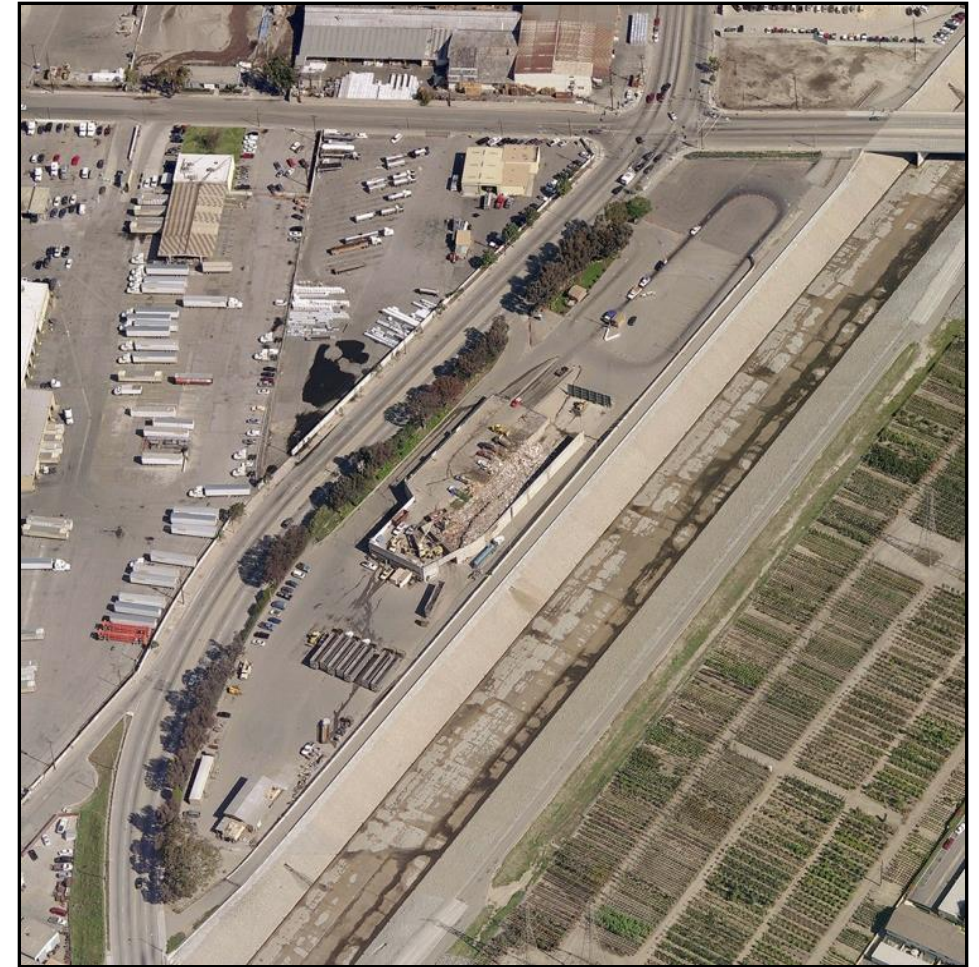
Calabasas Landfill



Materials Recovery & Transfer Stations



Puente Hills Materials Recovery Facility



South Gate Transfer Station

Puente Hills Materials Recovery Facility (PHMRF)



PHMRF Recycling Sort Line



PHMRF Food Waste Processing

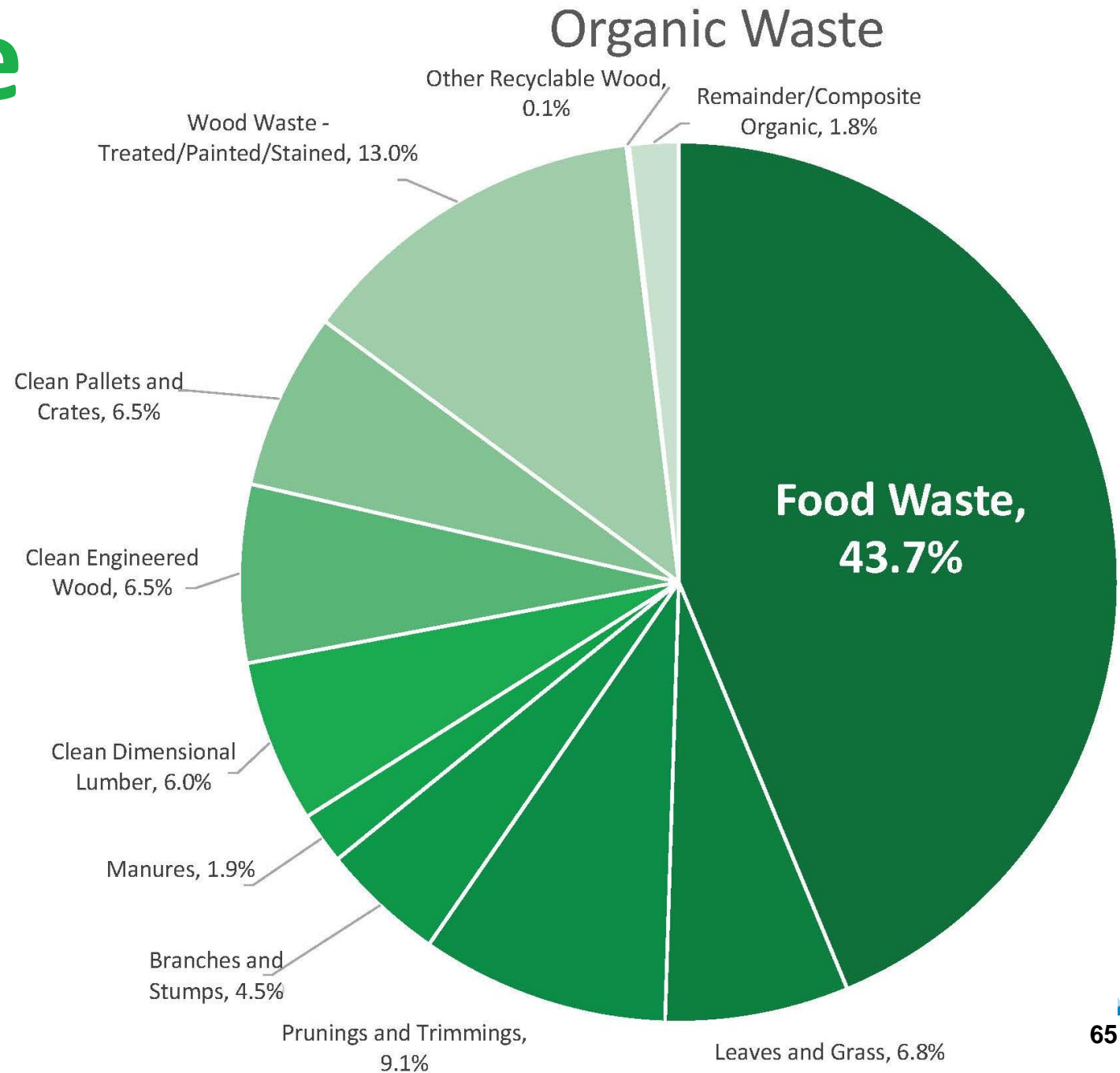




Food waste that is disposed of
in landfills can release
methane to the environment.

Food Waste

Food Waste is
the largest
portion of
organic waste.



Source: 2018 Facility-Based Characterization of Solid Waste in California by CalRecycle

Mandates

AB 1826



- Mandatory commercial organics recycling
- Composting or anaerobic digestion if more than 2 cubic yards per week is generated

SB 1383

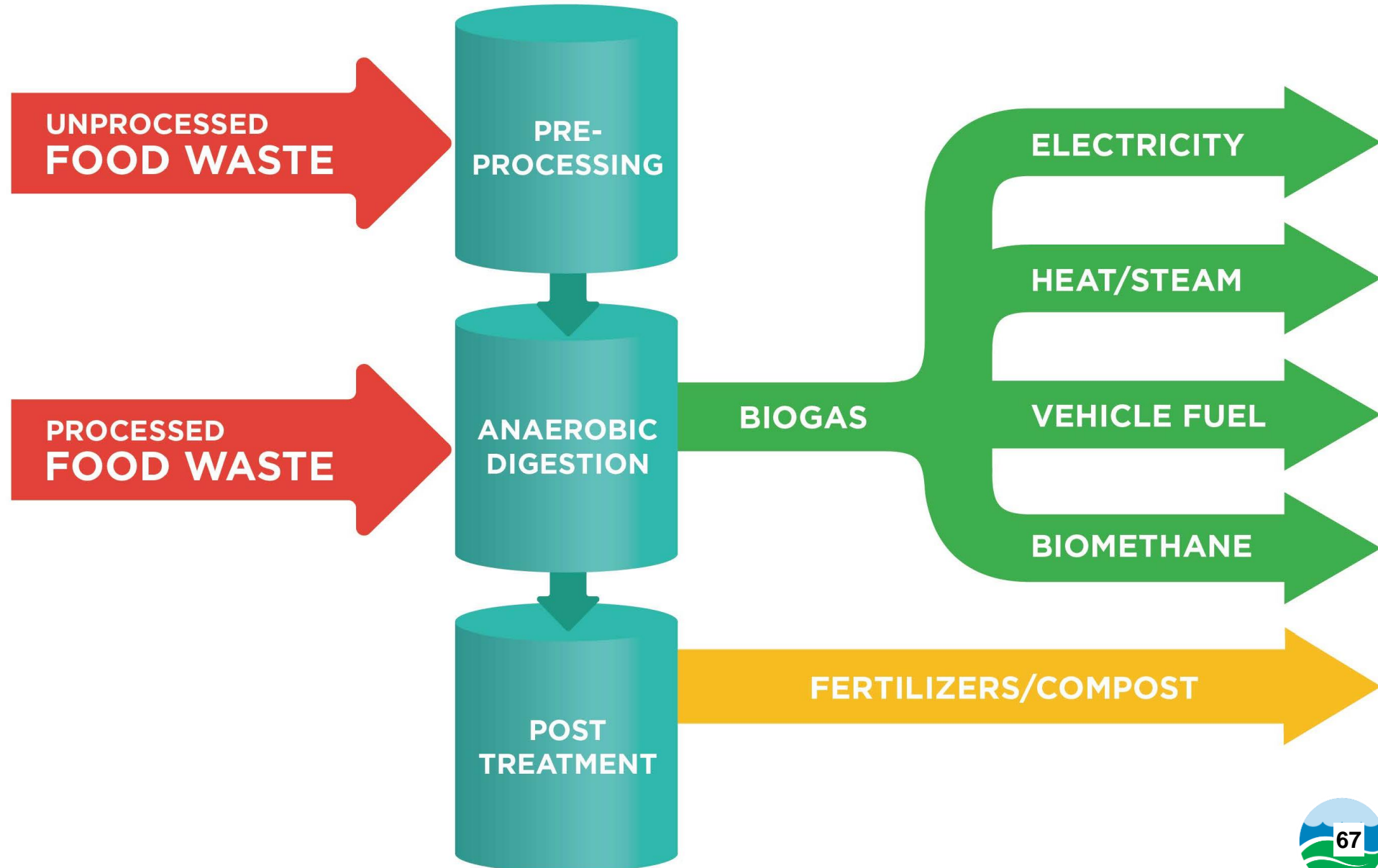


- 50% reduction in landfilled organic waste by 2020
- 75% reduction in landfilled organic waste by 2025

Compared to 2014 levels



Food Waste Process



Food waste and wastewater solids are digested.



*24 Digesters
Kept at 96 °F for 15-16 Days*



Steam generators are used to generate power.



Most of biosolids is composted with ag waste.



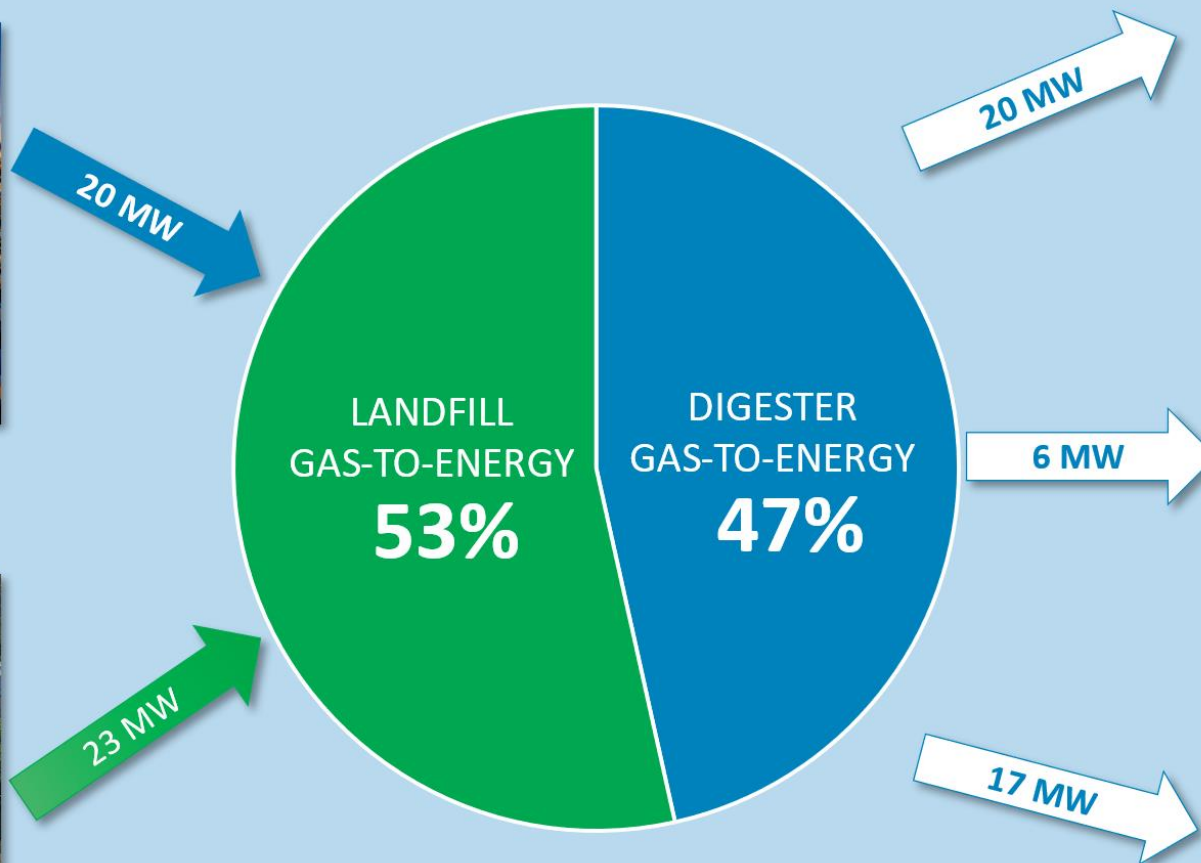
Green Energy Production & Sales



WASTEWATER MANAGEMENT



SOLID WASTE MANAGEMENT



We produce enough power
for 43,000 homes



WARREN FACILITY



DISTRICTS FACILITIES



POWER SALES

10
MW



**LOS ANGELES COUNTY
SANITATION DISTRICTS**

Converting Waste Into Resources

thank
you

For more information:

Maria Rosales

mrosales@lacsdsd.org or
(562) 908-4288, ext. 2311





Administrative Report

J.2., File # PWS25-0829

Meeting Date: 6/23/2025

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

DISCUSSION OF STRIPING ENHANCEMENTS ON PROSPECT FRONTAGE ROAD (500-600 BLOCK)

EXECUTIVE SUMMARY

Per the Public Works & Sustainability Commission's (PWSC) recommendation at the regular April 2025 meeting, along with resident feedback, staff is proposing striping enhancements on the 500-600 blocks of Prospect Avenue frontage road at the Beach Cities Health District (BCHD) intersection (Attachment 1). These enhancements do not change the traffic patterns of the area but serve to reinforce existing ones. Staff is seeking additional input regarding traffic compliance on the frontage road from the PWSC and public. Noticing was provided to the residents living along the frontage road.

DISCUSSION

The administrative report for the subject topic at the PWSC's April 2025 meeting discusses the analyses performed by staff in response to residents' safety and speeding concerns along the 500-600 blocks of Prospect frontage road (Attachment 2). At the meeting, the public provided input and the PWSC discussed the topic. The PWSC then recommended staff look into striping changes to reinforce the existing traffic patterns and the one-way segment of the frontage road. The public also provided additional input to staff regarding the intersection via email (Attachment 3). Staff evaluated the intersection and reviewed public comments and has limited its recommendations to the striping issue per the approved motion at the April meeting.

The proposed striping changes reinforce the one-way segment of the frontage road, which runs northwest from Diamond Street to the BCHD signal. The remainder of the frontage road northwest of BCHD is two-way. Staff proposes the following:

- Striping to guide southeast bound drivers towards the BCHD signal detection loops
- Striped curb extension to visually narrow the one-way opening
- Red reflective pavement markers to reinforce one-way operations
- Red curb as shown to facilitate traffic flow and visibility of new striping

In determining appropriate recommendations, staff wished to remind the Commissioners that it is bound to follow state/federal standards (CAMUTCD) regarding appropriate selection and placement of signs, striping and other pavement marking. These standards exist to create consistency and

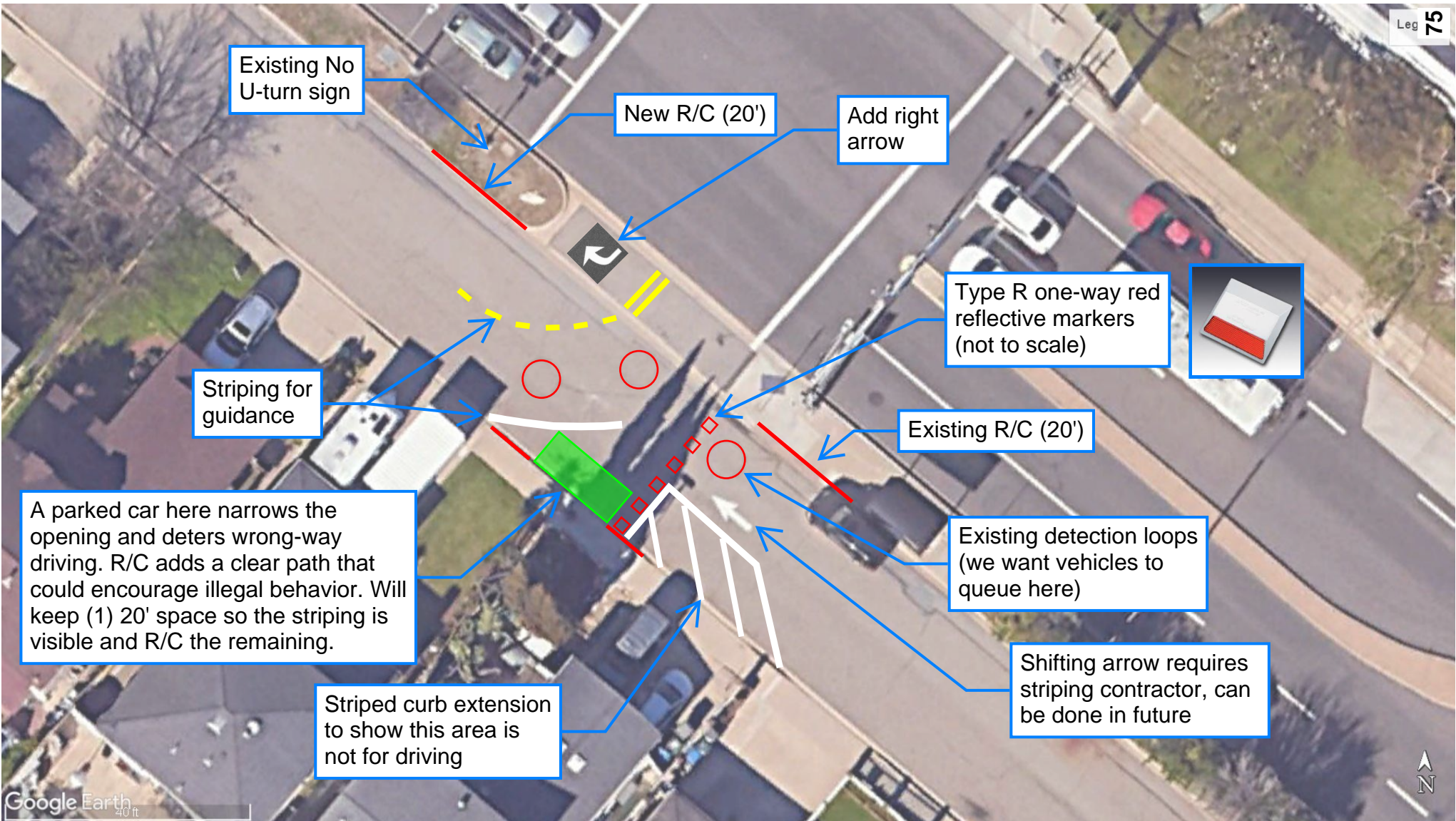
familiarity with common regulatory roadway indicators for drivers. Deviation from them, while potentially warranted in some cases, is not generally advised and, in this case would require additional analysis.

COORDINATION

Coordination of this report took place within the Public Works Department.

ATTACHMENTS

- 1 - Proposed Striping Changes
- 2 - PWSC Administrative Report (4/28/2025)
- 3 - Public Correspondence





Administrative Report

Date: April 28, 2025

To: Public Works and Sustainability Commission

From: Public Works Department

Subject: DISCUSSION OF TRAFFIC CALMING MEASURES ON PROSPECT FRONTAGE ROAD (500-600 BLOCK)

SUMMARY:

Based on a community meeting and subsequent referral from the District 3 Councilmember, as well as staff's analysis, staff is bringing forward a discussion of possible traffic calming and access control measures for the frontage road along the 500-600 block of Prospect Avenue. Staff is seeking input on this matter from the public and from the Public Works & Sustainability Commission (PWSC). Noticing for this item was provided to the residents living along the 500-600 frontage road of Prospect.

ANALYSIS:

In December 2024, the District 3 Councilmember held a neighborhood meeting with residents living along the 500-600 block of Prospect Avenue regarding traffic speed/safety, noise, and aesthetic concerns. This included:

- Speeding, traffic safety, and cut-through traffic concerns along the frontage road
- Speeding and safety concerns along mainline Prospect Avenue
- Ambulance siren noise, possibly associated with Beach Cities Health District (BCHD)
- Visual and noise issues due to frontage median shrub deterioration (drought and disease)
- Desire for protective measures to mitigate the potential for errant driver departures from mainline to frontage Prospect

This agenda item is primarily focused on traffic-related issues, as Public Works Operations staff have been addressing the landscaping issues. Sample plantings have been installed, and a Budget Response Report is being prepared for the Council regarding a sound wall or other barrier options. The study area is the frontage road along southbound Prospect, which starts just south of Beryl Street and ends at Diamond Street. The frontage road provides two-way travel between just south of Beryl and the BCHD entrance intersection, although the road is not wide enough for unimpeded two-way travel. Frequent driveways and low parking utilization prevent such conflicts from occurring frequently. South of BCHD intersection, the frontage road is one-way northerly between Diamond and BCHD. The opening at BCHD provides signalized ingress and egress onto mainline Prospect. The 1,000-foot-long frontage road is classified as a residential street with a 25-mph residential

prima facie speed limit and a street grade of less than 8%. **Attachment 1** shows an overview of the area. At the neighborhood meeting in December, staff presented traffic speed and volume data for mainline Prospect between Beryl and Del Amo, which showed an average daily traffic of 16,000 vehicles per day and 42 mph 85th percentile speeds. Staff explained that the most impactful countermeasures for traffic calming on mainline Prospect would require Council direction and further study.

Speed Cushions

After the neighborhood meeting, the District 3 Councilmember and staff provided the City's Speed Cushion Policy and materials to the residents, who proceeded to gather signatures in order for City staff to study installation of speed cushions on the frontage road. The process to approve and install speed cushions is based on City Council policy. 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 for residency 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 does the City proceed with further technical study. In January 2025, staff received and verified support from 18 of the 27 residences along the subject block. Therefore, 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 2**. While staff deemed most technical criteria were met, speed and volume data collected in February 2025 shows that this block does not meet speed thresholds for speed cushion per City policy. The City's policy threshold for speed cushions requires an average two-way 85th percentile speed of 32 mph. Speeds were collected at 515 and 603 N Prospect, which are representative of the highest likely speeds along the frontage road. The 85th percentile speeds of 22 and 24 mph were recorded, substantially below the thresholds. **Attachment 3** shows the speed and volume summary for the frontage road.

Therefore, staff is not able to recommend the installation of speed cushions along the 500-600 Prospect frontage road per current City policy. Staff would like to note that reaching this outcome during this process is not unusual. Within the past 12 months, staff have encountered this situation twice where the resident support threshold was met but the speed threshold was not met. Typically, cases like this stop at the staff level and do not reach the PWSC for consideration. The data and staff's evaluation were provided to the residents and the District 3 Councilmember, who referred the speed cushion analysis to the PWSC for discussion and consideration along with other traffic calming solutions. Despite the engineering thresholds not being met, staff does not oppose an installation along the frontage road on technical grounds since the only drivers likely to be significantly impacted are those who live on the block, and their visitors. When speed thresholds are met, speed

cushions should be placed at regular and predictable intervals to prevent undesired acceleration. **Attachment 4** shows potential locations from an engineering perspective, if it is decided to advance with the speed cushions on the frontage road.

Frontage Road Access

Another potentially feasible traffic calming solution in this area would be to remove inbound access to the frontage road at the BCHD intersection. Because the frontage road is narrow, there may not be enough space to accommodate both queued outbound vehicles and drivers making inbound maneuvers. Reducing possible turning maneuvers at intersections is a common way to reduce the potential for conflicts, especially when street width is limited. Staff proposes a 3-month trial to close inbound access into the frontage road at the BCHD traffic signal. This type of closure would be easy to implement with water-filled barricades and signage. It would involve closing the northbound left-turn lane from mainline Prospect, bagging the left-turn signal heads, closing the inbound opening adjacent to the median, and installing appropriate signage. This would leave the area around the BCHD and frontage road intersection solely for frontage road through traffic or egress. **Attachment 5** shows how this trial closure could work. Inbound access into the frontage road would still be preserved via the north end of the block or from the south end at Diamond. If successful and supported, a fully funded CIP project would be required to permanentize the closure.

Attachment 6 shows public comment received after notice of this agenda item was mailed.

COORDINATION:

Coordination of this report took place within the Public Works Department.

Prepared by:

Ryan Liu, Principal Transportation Engineer

Submitted by:

Andrew Winje, Public Works Director

ATTACHMENTS:

- 1 – Overview Map
- 2 – Speed Cushion Policy
- 3 – Speed and Volume Summary (500-600 Prospect Frontage)
- 4 – Possible Speed Cushion Locations
- 5 – Trial Closure (Inbound Frontage Road Access at BCHD)
- 6 – Public Comment

Attachment 1 - Overview Map





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

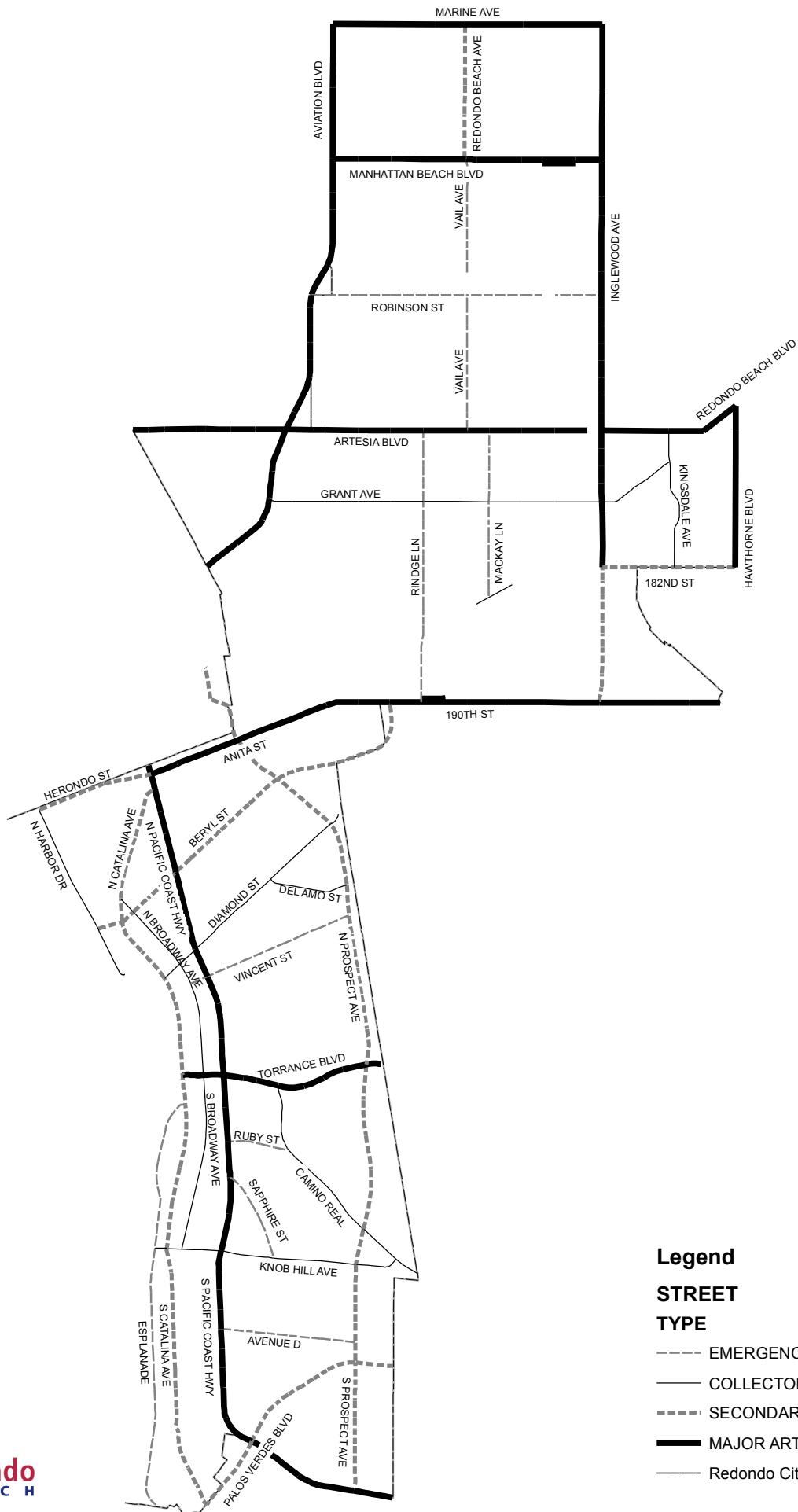
1. The Traffic Engineer will supply a petition, upon request from a resident, to remove a speed cushion. The petition shall satisfy the same criteria within Part 1, #1 – 5 of this document.
2. When the Traffic Engineer determines the petition requesting removal of a speed cushion qualifies, he will refer 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

**500-600 Frontage Block Prospect Avenue
Speed and Volume Summary at 515 N Prospect**

DATE	NORTHWEST VOLUME (VEH/DAY)	SOUTHEAST VOLUME	TOTAL DAILY VOLUME	NORTHWEST 85TH % SPEED (MPH)	SOUTHEAST 85TH % SPEED	TOTAL 85TH % SPEED
Tuesday, 18 February 2025	30	58	88	24	23	23
Wednesday, 19 February 2025	29	53	82	23	23	23
Thursday, 20 February 2025	23	34	57	19	22	20
Friday, 21 February 2025	23	47	70	22	22	22
Saturday, 22 February 2025	21	50	71	19	24	23
Sunday, 23 February 2025	17	32	49	23	22	22
Monday, 24 February 2025	32	54	86	22	23	23
7-DAY AVERAGE			72			
AVERAGE 85TH % SPEED				22	23	22
REQUIRED SPEED FOR SPEED CUSHIONS						32

[a] Southeast is towards Diamond.

**500-600 Frontage Block Prospect Avenue
Speed and Volume Summary at 603 N Prospect**

DATE	NORTHWEST VOLUME (VEH/DAY)	SOUTHEAST VOLUME	TOTAL DAILY VOLUME	NORTHWEST 85TH % SPEED (MPH)	SOUTHEAST 85TH % SPEED	TOTAL 85TH % SPEED
Tuesday, 18 February 2025	30	53	83	24	25	25
Wednesday, 19 February 2025	34	57	91	23	27	25
Thursday, 20 February 2025	29	44	73	21	25	24
Friday, 21 February 2025	21	50	71	21	26	25
Saturday, 22 February 2025	16	45	61	20	26	25
Sunday, 23 February 2025	24	38	62	23	24	24
Monday, 24 February 2025	29	52	81	23	24	23
7-DAY AVERAGE			75			
AVERAGE 85TH % SPEED				22	25	24
REQUIRED SPEED FOR SPEED CUSHIONS						32

[a] Southeast is towards Diamond.

Attachment 4 - Possible Speed Cushion Locations (If Policy Thresholds Met)



** Please note that this map of possible speed cushion locations does not suggest nor mean that the City's Speed Cushion Policy criteria are met in order to warrant a recommendation by City staff to install speed cushions. **

[illegible]

Jessica Handlin

From: Melissa Villa
Sent: Wednesday, April 23, 2025 7:51 AM
To: Jesse Reyes; Jessica Handlin
Subject: FW: Public Comment PWSC Commissioners - Fwd: Comments to City Council: 500-600 N Prospect Soundwall/Noi

Thank you,
Melissa

From: Mark Nelson (Home Gmail) [REDACTED]
Sent: Wednesday, April 23, 2025 2:00 AM
To: CityClerk <CityClerk@redondo.org>
Subject: Public Comment PWSC Commissioners - Fwd: Comments to City Council: 500-600 N Prospect Soundwall/Noi

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Please forward. This is communication regarding the issues on the 500-600 Block of N Prospect.

----- Forwarded message -----

From: Mark Nelson (Home Gmail) [REDACTED]
Date: Wed, Feb 5, 2025 at 1:24 PM
Subject: Re: Comments to City Council: 500-600 N Prospect Soundwall/Noi
To: Paige Kaluderovic <Paige.Kaluderovic@redondo.org>, Joe Hoffman <Joe.Hoffman@redondo.org>
Cc: Andrew Winje <Andrew.Winje@redondo.org>, Darryl Boyd [REDACTED]

Adding Joe Hoffman

REGARDING THE SOUNDWALL ISSUE

I may attend, but I'm currently half a day's drive away. We'll see if it works. In the meantime, I find the information from the Washington State DOT very compelling, that it requires a 100-foot thick greenery block to dampen sound at the same level as the lowest functioning soundwall. Shrubbery is pretty, but ineffective due to its low density. I suspect that greenery will not sufficiently control sound due to both the relative narrowness of the divider strip and the relative lack of height of the plants.

REGARDING EXCESSIVE ROAD NOISE

We have at least 2 issues. One being exhaust noise and the other being amplified noise aka loud music. Acceleration up the hill from Beryl to the BCHD egress light is inherently loud. However, aftermarket mufflers and loud motorcycle pipe very much exacerbate the problem. And the loudpipes have an equally noise increasing impact with engine braking coming back down the hill. I have seen electronic signs in Redondo regarding loudpipes will be ticketed, but I'm not aware of a single instance of that occurring.

Is it even possible for RBPd to find the resources to start ticketing motorcycles and cars with non-factory, excessively loud exhaust? Can they issue FIX IT tickets force a return to noise complaint muffler? Who/what agency would ride herd

on compliance? THE MORE UNLIKELY THAT ENFORCEMENT OF THE STATE'S CVC 27202 for excessive motorcycle noise is (and also for auto exhaust noise), the more I believe the residents must pursue a soundwall.

There's also the loud amplified sound issue from vehicles. That's covered under RBMC § 4-24.514 and again, I don't recall any enforcement campaigns. Darryl can speak to it better than I can, but these noises are increasing, not lessening, and I suspect that RBPD is resource constrained regarding noise enforcement.

If I cannot make the trip, it's pretty clear that Darryl is very capable.

Thanks for the note.

Jessica Handlin

From: Melissa Villa
Sent: Wednesday, April 23, 2025 7:51 AM
To: Jesse Reyes; Jessica Handlin
Subject: FW: Public Comment PWSC Commissioners - Fwd: INFO ONLY - Follow-up to Neighborhood Safety Meeting - Proposed Hedge is a Good View Block, only a Minimal Sound Block

Thank you,
Melissa

From: Mark Nelson (Home Gmail) [REDACTED]
Sent: Wednesday, April 23, 2025 2:07 AM
To: CityClerk <CityClerk@redondo.org>
Subject: Public Comment PWSC Commissioners - Fwd: INFO ONLY - Follow-up to Neighborhood Safety Meeting - Proposed Hedge is a Good View Block, only a Minimal Sound Block

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Please forward to the PWSC prior to the next meeting. This is a real time analysis of the sound reduction capability of the soundwall at Manhattan Beach Blvd west of McBain. This area was cited by the City as a good example of a hedge. As you can see from the data, the sound dampening is de minimis, as is the safety protection from a car coming through onto the road. It does provide a good view block.

Also, there are no examples of the FHA approving shrubbery as a noise block, since it is well known that the noise deadening ability of the plants is very small. Among others, see <https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>

"Trees and shrubs can decrease highway-traffic noise levels if high enough, wide enough, and dense enough (cannot be seen through), but are often impractical. It would take at least 100 feet of dense vegetation to provide the same benefit as our smallest feasible noise wall. Trees do provide a visual shield and some psychological benefit. The Federal Highway Administration (FHWA) has not approved using vegetation for noise abatement."

This is provided for information only.

----- Forwarded message -----

From: Mark Nelson (Home Gmail) [REDACTED]
Date: Sun, Feb 9, 2025 at 12:15 PM
Subject: INFO ONLY - Follow-up to Neighborhood Safety Meeting - Proposed Hedge is a Good View Block, only a Minimal Sound Block
To: Darryl Boyd [REDACTED]

bcc: Neighborhood email list

FYI - We own 511, so we'll still have open space in front of us - not a hedge or a sound wall. Darryl needed some technical noise support for the neighborhood so I'm just providing information for folks to use for their decision making.

At the meeting, I asked the City to provide a real world example of one of their planted hedges. Yesterday I took sound measurement equipment there during the mid afternoon time with moderate traffic and also took some pictures of a semi-mature hedge. If you want to look at them, they're at McBain and Manhattan Beach Blvd.

NOT MUCH NOISE REDUCTION FROM THE PROPOSED HEDGE (only 1.3 decibel reduction)

Midafternoon traffic on Manhattan Beach Blvd at McBain (west of Inglewood Ave) is moderate. I setup on both sides of the hedge and took noise samples. A reduction of 1.3 decibels is much less than the typical 5 decibels for a minimum block-type sound wall. I never measured the prior oleander view block's noise reduction, so I don't know if this is the same as what you had. From what I've read in studies, anywhere from 0.5 to 1.5 decibel reductions are the norm, but most of those are 20-foot thick plantings along freeways. I think we only have 9-feet to work with.

	Leq dBA	Lmax	LCPeak
	Average	Maximum	Peak
Street Side	68.5 dBA	83.8 dBA	107.8 dBA
House Side	67.2 dBA	83.4 dBA	104.0 dBA
Noise Dampening	1.3 dBA		

GOOD VIEW BLOCK FROM THE PROPOSED HEDGE

It's about 8-foot tall, reasonably dense, and provides a good view block of the street. Folks will need to watch carefully to make sure that each of the dead plants is replaced quickly to maintain a uniform look. It looks like some of them failed at planting (or maybe were planted late?), and another one has a big dead spot emerging in it. See photos below.







Soundwall Analysis for 500-600 N Prospect Ave Frontage Road

**Prepared by Neighborhood Residents
For District 3 Councilmember Kaluderovic
Public Works Director Winje**

February 2025

Questions to 

Recommendation to Proceed with a Block Soundwall along the 500-600 Blocks of North Prospect Avenue

- Extensive review of available traffic and noise data was undertaken (see <https://bit.ly/NoiseDamages> for a National Institutes of Health studies on noise damages to health)
- Redondo Beach has no published soundwall criteria, therefore, Metro's criteria were used (similar to adopting agency standards for a CEQA analysis)
- Certified peer-reviewed FEIR results demonstrate that the noise to residents along the 500-600 blocks exceeds the Metro minimum for a sound wall
- Internet search demonstrates that the expected maximum cost of the soundwall is less than half the cost per dwelling of Metro's cap
- We request that the City proceed validating the criteria and developing high confidence project costs in order to move forward with a Soundwall project

Key Benefits of Soundwalls

Sound walls provide significant benefits for neighborhoods by significantly reducing noise pollution from busy roads or highways, leading to a quieter and more peaceful living environment, which can improve residents' quality of life by reducing stress, improving sleep, and enhancing property values; essentially acting as a buffer between the community and traffic noise.

Key benefits of sound walls for neighborhoods:

- **Noise reduction:**

The primary benefit is the noticeable decrease in traffic noise, particularly for homes situated close to highways, significantly improving the sound quality within the neighborhood.

- **Improved sleep quality:**

Lower noise levels can contribute to better sleep quality for residents, especially those disturbed by nighttime traffic.

- **Reduced stress:**

Constant traffic noise can be a significant stressor, and sound walls can help alleviate this by creating a calmer environment.

- **Enhanced property value:**

A quieter neighborhood due to sound walls can positively impact property values, making homes more attractive to potential buyers.

- **Protection from health concerns:**

Studies have linked excessive noise exposure to various health issues like hypertension and hearing impairment, which sound walls can help mitigate.

- **Community well-being:**

By creating a more peaceful living environment, sound walls can contribute to a stronger sense of community and overall quality of life.

Review and Analysis of 500-600 Block of North Prospect Avenue Resident Noise Levels from Street Noise

- **This study and its recommendations relied on existing Noise and Traffic studies.**
- **BCHD's Certified FEIR (9/2/2021) contained direct Leq measurements and Leq modeling of the 500-600 block of N. Prospect Ave noise levels as part of the BCHD Campus expansion EIR from 312,000 sqft to 793,520 sqft.**
 - **BCHD's Certified FEIR has been reviewed by Rincon on behalf of the City.**
 - **BCHD's Expansion Plan has been reviewed by Placeworks on behalf of the City.**
- **Placeworks Draft General Plan presents Ldn noise estimates as a noise contour map with no specific reference to the source work.**
- **Fehr & Peers conducted a 2024 traffic study for the City, however, it only included Prospect from Knob Hill to PCH.**
- **As a result, primary data for the analysis is from the peer-reviewed BCHD FEIR**

Extensive Search, Review, and Analysis of Existing Noise and Traffic Studies of North Prospect was undertaken in Support of the 500-600 Block of N. Prospect Ave.

- **Data was extracted for use from CEQA SCH No. 2019060258 Certified FEIR Chapter 3.11 NOISE that has been peer reviewed by Rincon on behalf of the City of Redondo Beach.**
- **Data is Leq dBA measurement, consistent with the Redondo Beach Municipal Code RBMC 4-24.**
- **Data was measured and modeled specifically to measure levels on “receptors” (residents) of the 500-600 blocks of N. Prospect Ave.**
- **Only baseline data is considered, not BCHD construction noise simulations**

BCHD Certified FEIR (9/2/2021) Maximum Measured Noise Demonstrate Peak Levels of 77.1 dBA to 85.2 dBA with a Morning Average of 64.3 dBA and an Afternoon Average of 68.8 dBA at N. Prospect Ave Receptors using by RBMC Specific Methods (Leq)

Table 3.11-3. Existing Noise Levels Measured in the Project Vicinity (dBA)

		North Prospect Avenue	Diamond Street	Flagler Alley	Flagler Lane	Beryl Street	Mildred Avenue	Del Amo Blvd	190 th Street
		Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8
AM Peak	Leq	64.3	56.7	47.1	59.3	66.6	58.9	69.9	70.2
	L _{max}	77.1	66.2	56.2	72.3	82.1	69.1	80.5	79.6
	L _{min}	47.8	44.8	43.4	53.2	52.6	43.3	49.6	47.9
PM Peak	Leq	68.8	55.3	49.4	61.5	64.2	53.0	70.4	71.5
	L _{max}	85.2	64.6	65.9	72.7	76.4	66.3	82.3	85.7
	L _{min}	49.8	46.8	44.2	54.8	51.6	42.6	48.9	47.3

Notes: See Appendix I for noise monitoring results.

BCHD Certified FEIR (9/2/2021) Traffic Model Estimated the the Overall Average Base Noise Level at N. Prospect Avenue Receptors at 69.5 dB During Peak Periods as Measured by RBMC Methods (Leq)

Table 3.11-21. Estimated Peak Period Construction Traffic Noise Levels at Sensitive Receptors

Receiver	Leq		
	2020 Noise Levels	2020 Noise plus Phase 1 Construction	2020 Noise plus Phase 2 Construction
North Prospect Avenue	69.5	70.5	70.1
Diamond Street (S)	61.4	62.0	61.7
Diamond Street (N)	57.5	58.0	57.8
Towers Street	60.1	60.4	60.3
Mildred Avenue	55.4	55.9	55.7
Beryl Street (S)	66.2	67.1	67.0
Beryl Street (N)	65.5	66.4	66.0
Del Amo Boulevard	69.9	70.3	70.1
W. 190 th Street (W)	69.0	69.2	69.1
W. 190 th Street (E)	70.8	70.8	70.8

Soundwall Criteria from Metro (used as Redondo Beach has no published standards or criteria)

The effectiveness of soundwalls depends on the distance between the receptor and the soundwall. For residents located next to a soundwall, the perceived noise level can be cut in half. Soundwall benefits are insignificant at distances greater than 500 feet from the soundwall, typically where traffic noise does not exceed the decibel threshold.

What are the criteria for a soundwall?

In order for a soundwall to be considered for funding, it must first pass preliminary field tests. The criteria for the field test is summarized below:

1. **Location:** -The location is along residential property, parks, churches or other sensitive receptors that exist prior to the construction of a highway or proposed improvements of a highway.
2. **Noise level:** The hourly noise levels at the location exceeds a 67-decibel threshold.
3. **Noise reduction:** The soundwall will result in a minimum 5-decibel noise reduction
4. **Cost:** The soundwall cost is below "reasonable allowance" as calculated using established Caltrans criteria, which is currently \$107,000 per benefited dwelling.

Additional Resources

- [Fact Sheet](#)
- [Spanish Fact Sheet](#)
- [Retrofit Soundwall List](#)

Adopting the Metro/Caltrans Criteria, 500-600 N. Prospect Ave meets all of the Criteria for Soundwall Development

- **Properties are residential sensitive receptors along N. Prospect Ave that pre-existed the increasing noise levels.**
- **Properties are only 50 to 100-feet from the soundwall, making it highly effective.**
- **The current noise level at peak period far exceeds the 67-dB level, both as Lmax 77 dBA to 85 dBA and as an average 69.5 dBA.**
- **Cost-effectiveness is unknown, however, with no land cost acquisition, a 10-foot block soundwall for a single 40-foot dwelling frontage would be approximately \$52,000 based on available cost estimates. That is less than 50% of the stated Metro maximum cost.**

Sources and Data

BCHD Certified FEIR -

https://bchd.blob.core.windows.net/docs/hlc/BCHD_FEIR_For%20Print_090221.pdf

Fehr & Peers Traffic Study -

<https://cms2.revize.com/revize/redondobeachca/HETrafficStudy.pdf>

Placeworks Draft RBGP -

https://cms2.revize.com/revize/redondobeachca/Land%20Use%20Analysis%20-%20non-HE%20Sites_November2024_FINAL.pdf

Metro Soundwall Criteria (used in analysis since Redondo Beach has no published criteria) -

<https://www.metro.net/about/highway-soundwalls/>

Soundwall Cost Estimate

<https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>

The City of Redondo Beach has an Existing Contract with Rincon, funded by BCHD, to conduct Due Diligence on BCHD's Certified FEIR. Therefore, the BCHD Certified FEIR Noise Analysis should be Considered as City Approved

WHEREAS, on November 15, 2022, the parties entered into the Agreement for Consulting Services between the City and Consultant (the "Agreement") for peer review services of the Beach Cities Health District Healthy Living Campus Master Plan Final Environmental Impact Report (EIR); and

WHEREAS, the parties desire to extend the term of the Agreement from November 14, 2023 to November 14, 2024.

NOW THEREFORE, in consideration of the promises and mutual covenants contained herein, and intending to be legally bound, the parties hereby agree to make the following amendments to the Agreement:

1. Term. Exhibit "B" of the Agreement is hereby amended to extend the term until November 14, 2024, unless terminated earlier pursuant to the terms of the Agreement.
2. No Other Amendments. The Agreement and this First Amendment constitute the entire agreement between the parties and supersede any previous oral or written agreement with respect to the subject matter hereof. In the event of any inconsistency between the terms of the Agreement and this First Amendment, the terms of this First amendment shall govern.

The City of Redondo Beach has an Engagement with its General Plan Consultant, Placeworks, for work on the BCHD Development Plan and EIR. The City should have high confidence in the BCHD FEIR.

**AGREEMENT FOR CONSULTING SERVICES
BETWEEN THE CITY OF REDONDO BEACH
AND PLACWORKS, INC.**

THIS AGREEMENT FOR CONSULTING SERVICES (this "Agreement") is made between the City of Redondo Beach, a Chartered Municipal Corporation ("City") and Placeworks, Inc., a California corporation ("Consultant" or "Contractor").

The parties hereby agree as follows:

1. Description of Project or Scope of Services. The project description or scope of services to be provided by Consultant, and any corresponding responsibilities of City, or services required to be performed by City are set forth in Exhibit "A."
2. Term and Time of Completion. Consultant shall commence and complete the project or services described in Exhibit "A" in accordance with the schedule set forth in Exhibit "B".
3. Compensation. City agrees to pay Consultant for work performed in accordance with Exhibit "C".

Since the City of Redondo Beach has both Placeworks and Rincon evaluating the BCHD Certified FEIR, Resident-Taxpayers should assume that both consultants are either in agreement with BCHD Noise Work, or, that those Contractors have resolved all Objections

- Rincon does not appear to have any independent estimation or measurement of N. Prospect Ave. noise levels. Rincon's role looks to be only review.
- Placeworks reports an **Lnd** noise level (SIC – incorrectly labeled in all Placeworks exhibits. Should be **Ldn**) for N. Prospect Ave. in the General Plan Draft. Based on Placeworks graphics, it appears they assert 65 dB Ldn on the road and 60 dB Ldn at the homes (receptors).
- The official measurement methodology in the RBMC is Leq utilizing A-weighting which is consistent with BCHD Certified FEIR and not with Placeworks analysis or exhibits.

4-24.201 Investigations.

Upon the receipt of a complaint from a citizen, the Noise Control Officer or his delegated representative, equipped with sound level measurement equipment, shall investigate the complaint. The investigation, at the discretion of the NCO or his delegated representative, shall consist of a measurement and the gathering of data to adequately define the noise problem

(b) Actual measurement procedures. Utilizing the A-weighting scale of the sound level meter, the noise level shall be measured at a position or positions along the complainant's property line closest to the noise source or at the location along the boundary line where the noise level is at maximum. In general, the microphone shall be located five (5') feet above the ground, ten (10') feet or more from the nearest reflective surface where possible. However, in those cases where another elevation is deemed appropriate, the latter shall be utilized. If the noise complaint is related to interior noise levels, interior noise measurements shall be made within the affected residential unit or within the commercial or industrial structure, and the alleged violations shall be plotted against the standards set forth in Article 4 of this chapter. The measurement shall be made at a point at least four (4') feet from the wall, ceiling, or floor nearest the noise source with the windows in the normal seasonal configuration. The calibration of the instrument being used shall be performed immediately prior to recording any noise data utilizing an acoustic calibrator. (§ 1, Ord. 2183 c.s., eff. August 11, 1976)

Based on Review of the Fehr and Peers Traffic Analysis, there is no Traffic or Noise Data or Analysis on the Segment from 190th to Knob Hill that competes with the BCHD FEIR

- The only Prospect Ave. analysis in the study appears to be S. Prospect Ave. from Knob Hill to PCH.

Traffic Study for the
Redondo Beach Housing
Element Implementation:
General Plan and Zoning
Amendments

Prepared for:
City of Redondo Beach, California

September 2024

LA17-2905



98	Prospect Ave	Pacific Coast Hwy
110	Prospect Ave	Knob Hill Ave

Request for Documents from Redondo Beach

2024-01-28 - CPRA Request - Soundwalls



Mark Nelson (Home Gmail) [redacted]
to Eleanor, Paige, Darryl ▾

Jan 28, 2025, 12:03 PM (3 days ago) ☆ 😊 ↶

For the past weeks, local property owners on the frontage road have been locating, collecting and analyzing available information regarding local noise levels, soundwall criteria and development. In order to assure that we have not missed any relevant information, please process the California Public Records Act request below.

Please provide documents demonstrating:

- 1) Redondo Beach's specific soundwall development criteria (if any)
- 2) The most recent soundwall analysis study by Redondo Beach or its vendor (if any)
- 3) Noise measurements conducted in the last 10 years by Redondo Beach or its vendor on the 500-600 blocks of N Prospect Ave (if any)
- 4) Modeled noise levels and projections of future noise specific to the 500-600 blocks of N Prospect Ave (if any)
- 5) Documents explaining the reason for the inconsistency of noise measures chosen in the RBMC (Leq dBA) and the General Plan (Ldn)

Assuming we can get a prompt response, we will wait to present our findings to the Public Safety Commission until your response. If the response will be long in coming, we will move forward and amend our results if needed for presentation to the Council following the Commission meeting.

Thank you.

Your request (48507) has been received - City of Redondo Beach

Inbox x



City of Redondo Beach - Customer Service
to me ▾

10:45 AM (53 minutes ago) ☆ 😊 ↶ ⋮

Thank you for electronically submitting your Public Records Act (PRA) request. City Hall will be closed from December 22, 2024, through January 1, 2025. The City will resume normal business hours on Thursday, January 2, 2025. Because your PRA request was submitted during a City Hall closure (which includes after business hours, weekends, or holidays) your PRA will be acknowledged as received on the next regular business day. We look forward to being of service! City Clerk's Office, City of Redondo Beach.

We look forward to being of service!

City Clerk's Office
City of Redondo Beach

View the PDF of peer-reviewed research results on the Damages of noise and traffic to health with clickable links at <https://bit.ly/NoiseDamages>

Chronic Stress Causes and Its Health Damages

Blue Zones, a vendor of BCHD that BHCD spent over \$2M with, recognizes chronic stress as the silent killer.
<https://easysreadernews.com/lockdown-lessons-blue-zones-founder-dan-buettner-on-how-to-make-use-of-staying-at-home/>

The following references present peer-reviewed research between noise, chronic stress and negative health impacts:

<https://doi.org/10.1111/j.1467-9280.1995.tb00522.x>

Chronic Noise and Psychological Stress

We demonstrate for the first time that chronic noise exposure is associated with elevated neuroendocrine and cardiovascular measures, muted cardiovascular reactivity to a task presented under acute noise, deficits in a standardized reading test administered under quiet conditions, poorer long-term memory, and diminished quality of life on a standardized index. Children in high-noise areas also showed evidence of poor persistence on challenging tasks and habituation to auditory distraction on a signal-to-noise task. They reported considerable annoyance with community noise levels, as measured utilizing a calibration procedure that adjusts for individual differences in rating criteria for annoyance judgment.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5898791/>

The Adverse Effects of Environmental Noise Exposure on Oxidative Stress and Cardiovascular Risk

Epidemiological studies have provided evidence that traffic noise exposure is linked to cardiovascular diseases such as arterial hypertension, myocardial infarction, and stroke (high blood pressure, stroke, heart attacks)

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1568850/>

Noise and stress: a comprehensive approach

The thesis of this paper is that research upon, and efforts to prevent or minimize the harmful effects of noise have suffered from the lack of a full appreciation of the ways in which humans process and react to sound.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2996188/>

Noise and Quality of Life

The psychological effects of noise are usually not well characterized and often ignored. However, their effect can be equally devastating and may include hypertension, tachycardia, increased cortisol release and increased physiologic stress.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4873188/>

Noise Annoyance Is Associated with Depression and Anxiety in the General Population

<https://pubmed.ncbi.nlm.nih.gov/15070524/>

Health effects caused by noise: evidence in the literature from the past 25 years

For an immediate triggering of protective reactions (fight/flight or defeat reactions) the information conveyed by noise is very often more relevant than the sound level. It was shown recently that the first and fastest signal detection is mediated by a subcortical area - the amygdala. For this reason even during sleep the noise from airplanes or heavy goods vehicles may be categorized as danger signals and induce the release of stress hormones. In accordance with the noise stress hypothesis, chronic stress hormone dysregulations as well as increases of established endogenous risk factors of ischemic heart diseases have been observed under long-term environmental noise exposure. Therefore, an increased risk of myocardial infarction is to be expected.

<https://pubmed.ncbi.nlm.nih.gov/29936225/>

Chronic traffic noise stress accelerates brain impairment and cognitive decline

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7503511/>

Traffic Noise and Mental Health: A Systematic Review and Meta-Analysis

Public policies to reduce environmental traffic noise might not only increase wellness (by reducing noise-induced annoyance), but might contribute to the prevention of depression and anxiety disorders

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2535640/>

Traffic-Related Air Pollution and Stress: Effects on Asthma

Acute and chronic stress produce substantively different physiologic sequelae. Acute stress can induce bronchodilation with elevated cortisol (possibly masking short-term detrimental respiratory effects of pollution), whereas chronic stress can result in cumulative wear and tear (allostatic load) and suppressed immune function over time, increasing general susceptibility

<https://pubmed.ncbi.nlm.nih.gov/18629323/>

Chronic traffic-related air pollution and stress interact to predict biologic and clinical outcomes in asthma

The physical and social environments interacted in predicting both biologic and clinical outcomes in children with asthma, suggesting that when pollution exposure is more modest, vulnerability to asthma exacerbations may be heightened in children with higher chronic stress.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4918669/>

The acute physiological stress response to an emergency alarm and mobilization during the day and at night

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6540098/>

Impact of Stressful Events on Motivations, Self-Efficacy, and Development of Post-Traumatic Symptoms among Youth Volunteers in Emergency Medical Services

Chronic Stress Impacts on the Brain

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5573220/>

Neurobiological and Systemic Effects of Chronic Stress

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5579396/>

The Impact of Stress on Body Function

TO: Redondo Beach City Council, Redondo Beach Public Works Director, Redondo Beach Public Safety Commissioners

FROM: Mark Nelson, North Prospect Avenue Property Owner, Expert Witness

DATE: February 4, 2025

SUBJECT: HEALTH DAMAGES FROM EXCESSIVE TRAFFIC NOISE – SOUNDWALL DISCUSSION

The residents and property owners on the 500-600 blocks of N. Prospect Ave. are currently organizing and in discussions with D3 Councilmember Paige Kaluderovic and City staff regarding safety improvements to the frontage road. Overall, improvements likely include speed cushions; refreshed and enhanced painted pavement markings; enhanced signage; RBPB speed/one-way/U-turn enforcement; replacement of the greenery due to oleander leaf scorch and other diseases; and noise suppression from excessive road noise. This memo is limited to the negative health impacts of Prospect Ave. road-noise on residents.

Peer Reviewed Research

The preponderance of peer reviewed journal articles are targeted to workplace noise exposure as a result of occupational safety laws. Fortunately, over the past several decades the focus of the industrial health damage from noise has shifted from hearing damage to physiological systems damages. This industrial research is directly transferrable to other applications where excessive noise is present.

“Long-term exposure to noise from transport has negative effects on health.”

As is often the case, the EU leads the developed world in noise research and recently has focused strongly on the noise induced negative health impacts of transportation. The European Environment Agency sums up the damage in its opening statement on the 2022 update for the EU Environmental Noise Directive (END):

“Chronic exposure to environmental noise **significantly affects physical and mental health and well-being**. It can lead to **annoyance, stress reactions and sleep disturbance**, and **cognitive impairment** in children, and can have **negative effects on the cardiovascular and metabolic systems**.”

There are hundreds, if not thousands of peer-reviewed research articles regarding the health damages from noise. A number of relevant articles are cited as an attachment. Those articles document the following negative health impacts of noise:

- Amygdala Stimulation (Fight-Flight Response)
- Annoyance
- Anxiety Disorders
- Bronchodilation (Aggravates Asthma)
- Cardiovascular Diseases
- Chronic Stress
- Chronic Stress Hormones Increases
- Cortisol Release
- Depression

Elevated Neuroendocrine Response
Heart Attack Increased Rates
High Blood Pressure
Poorer Long Term Memory
Psychological Stress
PTSD
Sleep Disorders
Sleep Interruption
Stroke Increased Rates
Tachycardia

Peer Reviewed Evidence is Clear That Excessive Noise Causes Health Damages

The literature clearly demonstrates the damages of noise. The EU currently has an initiative to reduce the level of road and train noise by 2030 predicated by the health savings. This memo is intended as a summary only to provide evidence and references for the City to conduct its own analysis if it chooses. Given the preponderance of evidence that noise causes health damages, that seems unneeded at this time.

PEER REVIEWED STUDIES OF THE IMPACTS OF CHRONIC STRESS CAUSED BY NOISE

THERE IS NO DOUBT – NOISE CAUSES CHRONIC STRESS AND CHRONIC STRESS IS THE “SILENT KILLER” ACCORDING TO BLUE ZONES

<https://easyreadernews.com/lockdown-lessons-blue-zones-founder-dan-buettner-on-how-to-make-use-of-staying-at-home/>
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Noise and stress: a comprehensive approach

The thesis of this paper is that research upon, and efforts to prevent or minimize the harmful effects of noise have suffered from the lack of a full appreciation of the ways in which humans process and react to sound. Provides an overview of **health damage from noise**

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2996188/>

Noise and Quality of Life

The psychological effects of noise are usually not well characterized and often ignored. However, their effect can be equally devastating and may include hypertension, tachycardia, increased cortisol release and increased physiological stress.

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Neurobiological and Systemic Effects of Chronic Stress

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5579396/>
The Impact of Stress on Body Function

Jessica Handlin

From: Melissa Villa
Sent: Wednesday, April 23, 2025 7:50 AM
To: Jesse Reyes; Jessica Handlin
Subject: FW: Public Comment to PWSC Commissioners - Fwd: Comments to City Council: 500-600 N Prospect Soundwall/Noise
Attachments: Summary of Noise Induced Health Damages.pdf; North Prospect Noise Wall Analysis (Feb 2025) 02012025.pdf

Good morning,

We received a few emails from Mark Nelson that he would like to get to the commissioners.

There are two more that I will forward to you after this.

Thank you,

Melissa Villa

Analyst

310.697.3182

Melissa.Villa@redondo.org



From: Mark Nelson (Home Gmail) [REDACTED]
Sent: Wednesday, April 23, 2025 1:58 AM
To: CityClerk <CityClerk@redondo.org>
Subject: Public Comment to PWSC Commissioners - Fwd: Comments to City Council: 500-600 N Prospect Soundwall/Noise

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Please deliver the following to the PWSC prior to the next meeting. These documents demonstrate that the Certified EIR of BCHD that analyzed noise levels on the 500-600 blocks of N Prospect demonstrate that the area exceed the Metro noise requirement for a soundwall.

As I noted publicly at the neighborhood meeting with CD3 Councilperson and the Mayor, my property will not be behind the hedge, or soundwall, or k-rail, so I am simply providing support to the neighbors in the center of the street that stand to have their damages reduced through City action.

----- Forwarded message -----

From: Mark Nelson (Home Gmail) [REDACTED]
Date: Wed, Feb 5, 2025 at 9:00 AM
Subject: Comments to City Council: 500-600 N Prospect Soundwall/Noi

To: <Andrew.Winje@redondo.org>

Cc: Darryl Boyd [REDACTED], Paige Kaluderovic <Paige.Kaluderovic@redondo.org>

Update on Comments at the City Council Meeting 2/4/25

Public Works Director Winje:

The following comments and attachments were filed at the City Council meeting last night in support of our neighborhood seeking a safer and quieter street. At a future Council meeting I will provide an overview presentation during the non-agenda item public comment period to reinforce the need and provide continued visibility to this important issue.

In the meantime, I would appreciate your staff's review. We are still waiting for the City's reply to our California Public Records Act requests on local soundwall criteria from Redondo Beach, if any.

Thank you.

Mark Nelson
Property Owner
Expert Witness

#####

Comment #1 (RBCC 2/4/25) Public Comment 2/4/25 Non-Agenda Item RB City Council - 500-600 Block N. Prospect Ave. Soundwall Analysis

Please file this analysis and report as a public comment for the non-agenda items of tonight's Council meeting. It is likely premature for me to call in and discuss tonight, however, it is an important issue to our neighborhood. As such, I am placing it into the record for future reference.

Synopsis: Using certified EIR noise results along with Metro soundwall standards, the residents and property owners of 500-600 N Prospect Ave have conducted an analysis of the consistency of a soundwall along Prospect with Metro published standards. A CPRA request for Redondo Beach Soundwall requirements has been submitted. Based on a thorough website search of Redondo.org and online documents, we do not expect that Redondo Beach has such a document available.

The analysis demonstrates consistency with Metro standards/requirements and moves for a formal soundwall analysis. We anticipate bringing it forward for discussion at a future date. Thank you.

Mark Nelson
Property Owner
Expert Witness

#2 (RBCC 2/4/25) Public Comment 2/4/25 Non-Agenda Item RB City Council - 500-600 Block N. Prospect Ave. Summary of Peer Reviewed Noise Induced Negative Health Impacts

Please file this analysis and report as a public comment for the non-agenda items of tonight's Council meeting. It is likely premature for me to call in and discuss tonight, however, it is an important issue to our neighborhood. As such, I am placing it into the record for future reference.

Synopsis: Peer reviewed medical research of noise-induced health damages supports the concept of a soundwall for our

neighborhood. Studies are cited and summarized for the purpose of demonstrating the overwhelming evidence of the damages of transportation road noise.

We anticipate bringing it forward for discussion at a future date. Thank you.

Mark Nelson
Property Owner
Expert Witness

April 23, 2025

To: Redondo Beach City Council, Public Works Sustainability Commission, N. Prospect Service Road Neighborhood

From: Mark Nelson, N Prospect property owner

Subject: PUBLIC COMMENT: REDONDO BEACH CITY COUNCIL AND COMMISSIONS
April 28, 2025 PWSC Meeting Regarding the 500 and 600 Blocks of N. Prospect

As of the end of the day on Wednesday the 23rd, the residents of the service road have little idea of the City's full plan to improve the service road after the prior view block was removed. We believe that Public Works will discuss speed cushions and closing inbound traffic across from BCHD at the PWSC on Monday the 28th. But based on comments, emails, meetings, prior events, etc., there are many neighborhood issues and concerns regarding the two blocks of service road that have been provided, including (in no order):

NOISE

- 70dB road noise at the residential home "receptors" (BCHD Certified FEIR)
- "big" Prospect motorcycle "loud pipes" noise (02-08-2025 meeting)
- "big" Prospect vehicle acceleration noise (02-08-2025 meeting)
- "big" Prospect vehicle braking noise (02-08-2025 meeting)
- "big" Prospect loud vehicle stereo and subwoofers (02-08-2025 meeting)
- "big" Prospect loud vehicle cell phones through stereos (02-08-2025 meeting)

TRAFFIC

- speeding (02-08-2025 meeting)
- cut through traffic from Diamond St (02-08-2025 meeting)
- wrong way, reckless and illegal maneuver driving (02-08-2025 meeting)
- U-Turners from "big" Prospect into T intersection across from BCHD (02-08-2025 meeting)
- insufficient service road width (vehicles parked both sides or illegally parked across driveways) at T-intersection across from BCHD to accommodate turns to Prospect creates long backups and dangerous situations

SAFETY

- vehicles launching themselves off "big" Prospect onto residents' yards (02-08-2025 meeting)
- impaired visibility compromises pedestrian safety at T-intersection across from BCHD due to parked cars and no marked crosswalk from west-to-east on service road
- disabled access to bus stop compromised by parked cars, cut thru traffic, wrong way traffic

HEALTH

- asthma/cancer impacts - PM2.5 from exhaust from “big” Prospect
- asthma/cancer impacts - PM2.5 from service road exhaust idling at access across from BCHD
- noise impacts reduce sleep and increase chronic stress response

VEHICLE AND OTHER CRIME

- vehicle and trailer thefts (various, Prospect and Diamond Streets)
- potential gang activity for theft, etc. (RBPD Video 10-10-2022)
- stalking (RBPD report under CGC§6254(f)(2)(a) and CGC§6255(a))
- mail and package theft (various)
- on-street vehicle hit-and-run (various)
- car break-ins (various)

Perhaps some of these issues belong at the Public Safety Commission instead of PWSC? In any event, it would be helpful to have had the presentation in advance so that we could caucus as a neighborhood and make comments. It would also be helpful to know more about plans for signs, repainting one-way and do not enter markings on the road, a reduced 15 mph speed limit, narrowing the road with paint like Paulina’s 500 and 600 blocks, and maybe a discussion about closing the Diamond entrance to the service road to slow and reduce cut through traffic.

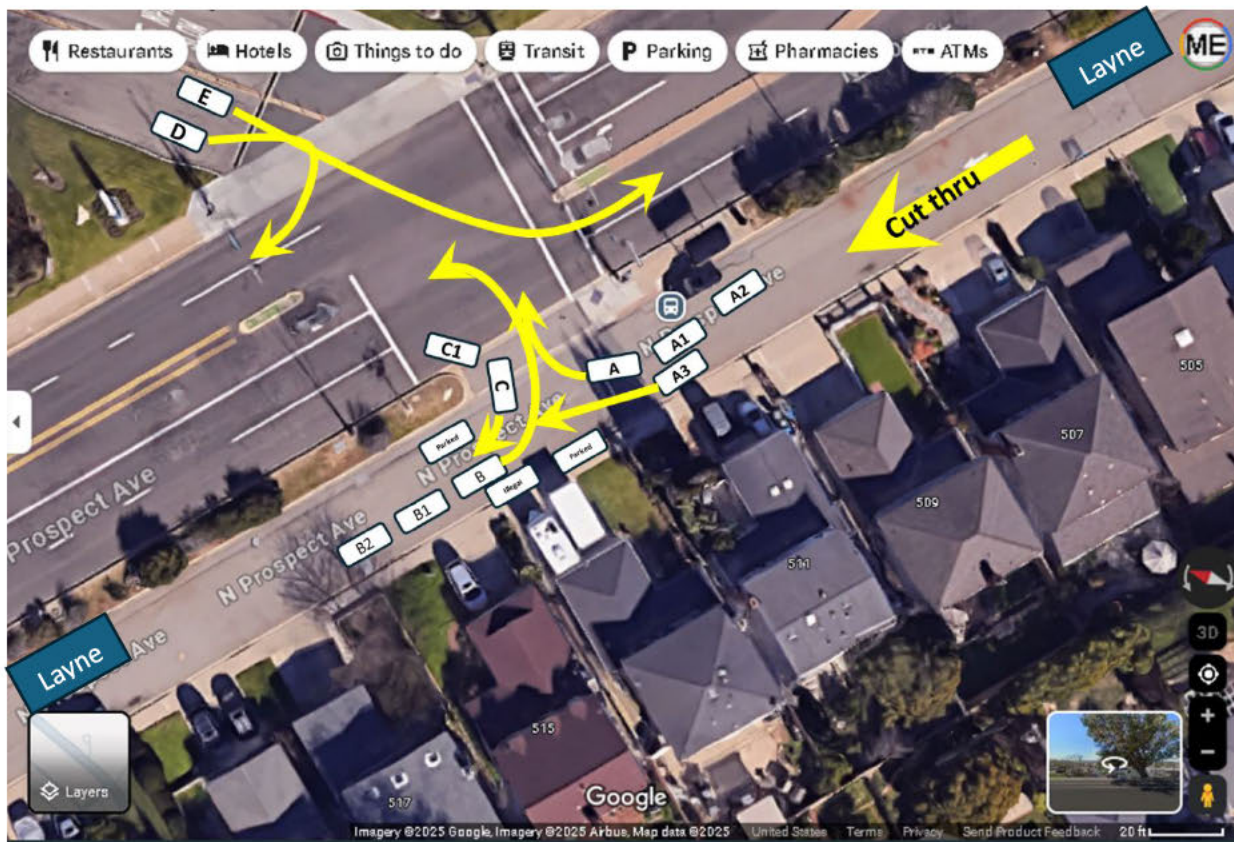
As a retired executive with decades of planning, permitting, environmental and development experience, my intent is to document the many issues to the best of my knowledge so that my neighborhood can pursue the ones that are most important to them. My experience has been that working off a list quickens the pace of consensus by allowing stakeholders to discuss, add, remove, and modify both issues and potential solutions.

This is being circulated to the City and the neighborhood as one of many tools for moving forward to a highly successful outcome. Thanks to everyone for their hard work.

Example of T-intersection across from BCHD gridlock due to lack of road width and both legally and illegally parked cars. Impaired visibility for pedestrians and drivers. Very complicated intersection when BCHD traffic is turning both north and south. Layne Granite trailers narrow street even more.

Right turns for northbound vehicles are essentially tight U-turns that often are 3-point turns
Right turns for southbound "big Prospect" to northbound service road are also tight U-turns
Illegal parking in front of driveways further narrows street and impairs pedestrian views and safety
Stopped cars create noise and exhaust at T-intersection and often wait for more than 1 signal

COMPLICATING FACTOR – BCHD EXITING TRAFFIC SIMULTANEOUSLY, CUT THRU TRAFFIC FROM DIAMOND AVOIDING DIAMOND & PROSPECT SIGNAL



Ryan Liu

From: Andrew Winje
Sent: Thursday, April 24, 2025 08:48
To: Jesse Reyes; Ryan Liu
Cc: Lauren Sablan
Subject: FW: Public Comment regarding upcoming PWSC Meeting on Prospect Service Road Issues
Attachments: Letter to the City on the 28th Meeting Final Version.pdf

Please include the email below and PDF in the AR, perhaps as an attachment that includes other recent public comment.

Thanks,

Andy

Andrew Winje

Director of Public Works

310.697.3151

Andrew.Winje@redondo.org



From: Mark Nelson (Home Gmail) [REDACTED]
Sent: Thursday, April 24, 2025 8:05 AM
To: Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>
Cc: Darryl Boyd [REDACTED]; CityClerk <CityClerk@redondo.org>
Subject: Public Comment regarding upcoming PWSC Meeting on Prospect Service Road Issues

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Councilmember Kaluderovic and Director Winje:

It's doubtful that I will be able to attend the meeting on the 28th. Since the PWSC Agenda and Packet aren't posted, the neighborhood doesn't know what materials will be presented on Monday. As a result, I sat down with my notes and many emails and extracted all the issues that I saw or knew about with the service road so that they'd be top of mind for you and for the neighborhood. The overwhelming majority of issues came up one way or another at the neighborhood meeting that you facilitated.

My list may not be complete, so I'd expect some issues added by others also. If nothing else, this can serve as a starting point for gaining consensus on the issues to pursue beyond speed cushions. Thanks for your assistance.

Public Comment: City Council, PWSC, PSC
Please forward to Commissioners prior to meeting

bcc: the Neighborhood

Ryan Liu

From: Tom McGarry [REDACTED]
Sent: Thursday, April 24, 2025 11:44
To: Traffic Engineering
Cc: Darryl Boyd; Mark Nelson; Paige Kaluderovic
Subject: Traffic Calming Measures Along Prospect Frontage (500-600)

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

My wife and I are against any trial closure or permanent alteration of frontage road inbound access or egress at BCHD traffic signal. This is the only protected exit and entrance, i.e. traffic signal, to our street.

Carol and Tom McGarry
523 No. Prospect Ave.
Redondo Beach, CA



Virus-free. www.avg.com

Lauren Sablan

From: Mark Nelson (Home Gmail) <[REDACTED]>
Sent: Tuesday, June 3, 2025 12:20 AM
To: Traffic Engineering
Subject: Public Comment on the Prospect Frontage intersection
Attachments: Bus Stop Access and Safety Issues 5-27-25 .pdf; 500-600 BCHD Intersection Proposed 1,2 5-27-25 v1.pdf

CAUTION: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.

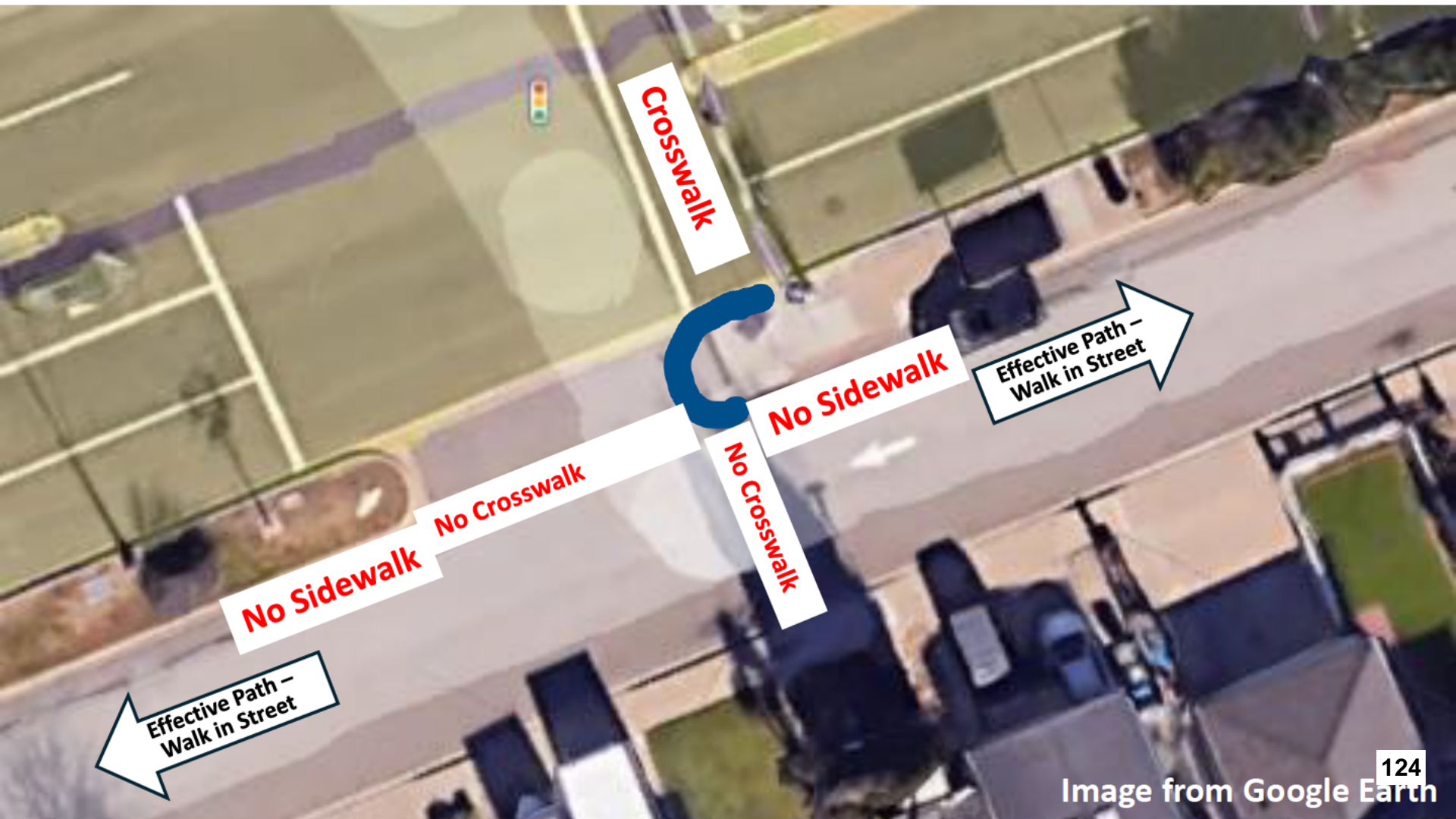
We had some additional discussions regarding the intersection and following ideas came up. They look similar to earlier ideas, but their advocates wanted me to submit them. I'll send to PSC and PWSC both when I get a chance. Thanks.

Issues with 500-600 N Prospect Frontage Access to Bus Stop

- There are only 2 ramps to the bus stop area, one to cross Prospect to BCHD and one that dumps out into traffic facing north in the intersection
- Any disabled or wheeled access (scooters, walkers, etc.) are **REQUIRED BY DESIGN** to enter the bus stop area from a totally unprotected, active intersection contending with vehicles

Disabled, Elderly, Students have NO SAFE ACCESS to Cross to/from BCHD from Prospect Frontage

The egress/ingress to the bus stop area for disabled, wheelchairs, walkers, crutches, etc. is limited to north into the intersection or east onto big Prospect.



Disabled, Elderly, Students have NO SAFE ACCESS to Cross to/from BCHD from Prospect Frontage

Pedestrians from Bus Stop Area to BCHD

Use existing unmarked disabled access path access to bus stop

Pedestrians to Bus from BCHD

Use existing unmarked disabled access path access to BCHD

Pedestrians from Bus Stop Area to Non-BCHD Destinations

No ADA compliant, safe pathway to Beryl, Diamond or further points
No sidewalk accessible from bus stop without crossing uncontrolled frontage road and using driveways as disabled access

Pedestrians to Bus Stop Area for Any Destination (Bus, BCHD, etc.)

No ADA compliant, safe pathway from sidewalk on frontage
Alternative is use of frontage roadway with frequent wrong way vehicles and parked cars

No Wheelchair Dropoff/Pickup for Bus Stop from Frontage Road

No ADA compliant, safe curb cut from frontage road

ADA Compliance & Dangerous Issues

Students on Bikes wobbling while pushing and waiting for signal

Video and witnesses of students on bikes and various disabled having to enter the uncontrolled intersection to push signal button and wait for walk signal. Could result in another Ciara Smith type occurrence.

Pedestrians leaving bus stop walking

Video and witnesses of walking on the wrong side, the middle of the street or crossing mid-block in an uncontrolled area.

Wheeled ADA vehicles use street

Video and witnesses of wheel chairs, walkers and motorized scooters, using frontage road due to lack of adequate sidewalk access

Uncontrolled frontage road crossing

For any person requiring ADA level access from bus stop area, the required path is to exit to the north into the T-intersection, frequently with limited visibility. Once in the street, the required path is west across the uncontrolled street to a driveway for sidewalk access

No practical alternatives for disabled and elderly

The intersection at Diamond and the Frontage road is a 90-degree angle, difficult to use path that leaves users having to cross a major uncontrolled BCHD driveway.

The intersection at Beryl and Prospect requires navigation of obstacles on the Prospect side and then navigation of three major uncontrolled driveways at Shell, Vons, and BCHD.

BCHD Claims Seniors Need Access to the Campus

BCHD's commercial construction program based on seniors

BCHD asserts that senior assisted living, senior affordable housing, senior PACE services, and other seniors services will make up the overwhelming majority of its planned Healthy Living Campus. If true, then pedestrian, walker, scooter and wheelchair access to BCHD from the age-in-place at home seniors MUST BE UPGRADED.

As noted, the intersections at Diamond and Prospect and Beryl and Prospect leave huge challenges for seniors and the disabled to overcome as they move toward BCHD.

Seniors seek to age in place and not in expensive assisted living

AARP (Long Beach based) surveys sound that 77% of seniors seek to age in place. While this negates BCHD's premise for both senior housing and assisted living, it does continue to suggest a market for some form of supportive services and activities. This will require access to BCHD by foot and wheel for healthy seniors.

Current access at the frontage intersection is dangerous and unhealthy

Requiring seniors with lesser mobility, walkers, wheelchairs, carts, etc. to travel in the frontage road or to cross the frontage road at an uncontrolled area is dangerous. There are no ramps or crosswalks. For southbound pedestrians, the driveway at 511 can serve as a ramp to the sidewalk. Northbound, the first available driveway is 515 due to habitual tobacco smokers on the sidewalk. We cannot require the disabled or health-conscious students and seniors to walk through tobacco smoke clouds (a California Toxic Air Contaminant).

**DISABLED/ELDERLY/STUDENTS NEED PROTECTED ACCESS TO
THE WEST FRONTAGE SIDEWALK FROM BCHD/BUS STOP**

The Bus Stop Across from BCHD on the Frontage has been the Site of Various PD/FD Reports

(Note: Seating at Bus Stop is totally obscured by parked car)

The bus stop has been the site of various medical, mental health, and police emergencies. There have been a number of overnight campers (likely unsheltered), dumped patients from hospitals and psych facilities, and an LA County-reported Child Predator investigation in the area.

The bus stop **requires red curb back to the trash can area to provide 100% clear visibility** at all times for the safety of transit passengers and



Notice that LA County Increased Security Lighting during Projects Due to Child Predator Concerns

1
Email notice from RBPW prior Director regarding child predator issues on the service road and water injection tanks

Ted Semaan <Ted.Semaan@redondo.org>

Mon, May 4, 2020, 12:03 PM

It seems like the County put in the lights due to a safety concern that there have been child predator investigations at houses nearby. The lights were put in as a response to residents' concerns about the dark spaces around the tank becoming a potential location for child predators to hide. We have asked them to have the lights redirected (as much as possible) and/or confirm the request/need from PD. Thanks, Ted

Note: We did not place a records act request with the RBPW for documentation of each call and response by the PD to the bus stop area. If the Commissioners want such detail as supporting evidence, our experience is that a Commission would be more likely to be served in a timely fashion.

Issues with 500-600 N Prospect Frontage at BCHD Intersection

- Illegal ingress left turns against the northbound one-way only from 501-511 N Prospect
- Illegal wrong way traffic originating on the Frontage or from the north frontage ingress
- Difficult turns (both are tight U-turns):
 - Prospect South to Frontage North
 - Frontage North to Prospect South
- Congestion at intersection due to narrowing from parking in front of 511/513
- Security issues with vision to the bus stop based on historic police/fire/homeless/child predator issues

Characteristics of Solutions

- Deter/block left turns from ingress off of Prospect
- Deter/block other Illegal wrong way traffic
- Protect the difficult turns with some lane protection
 - Prospect South to Frontage North
 - Frontage North to Prospect South
- Create adequate space at intersection for egress traffic from both northbound and southbound frontage road
- Create a clear 24/7 line of sight to the bus stop based on historic police/fire/homeless/child predator issues

Proposed Solution #1

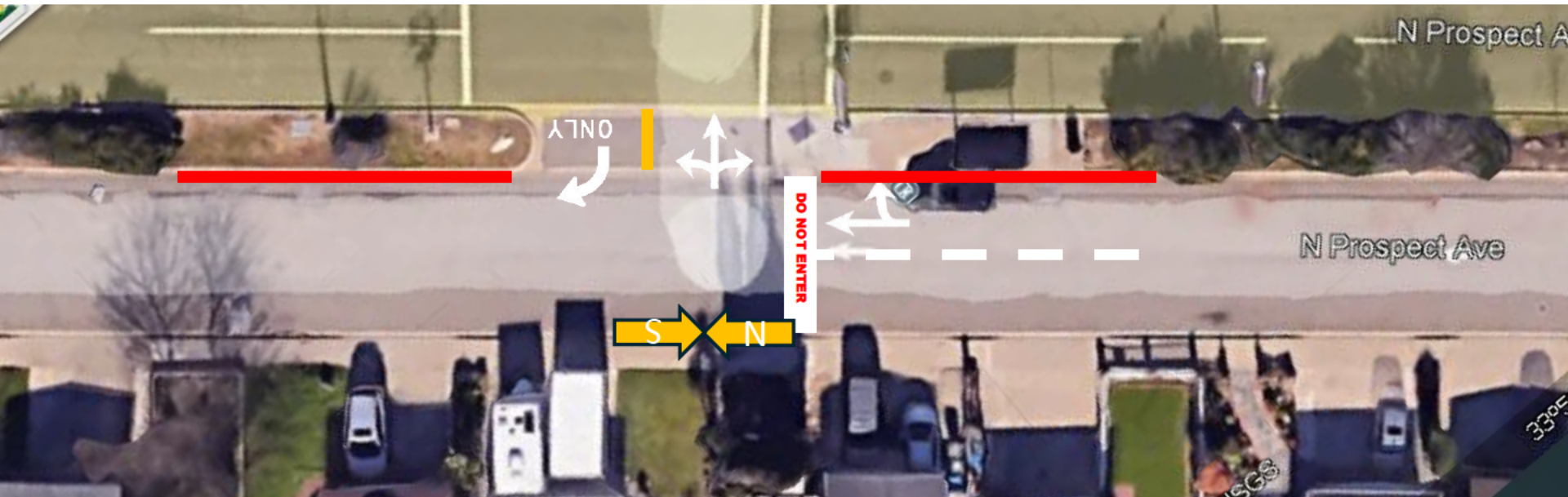
Road paint and protected lanes



1. Hard division of ingress/egress – may or may not utilize dividers for first 5-feet
2. Provide lane space by red curbing 511/513, 40-foot of bus stop, 40-foot of ingress transition
3. Provide protection with yellow divider and white divider lanes
4. Utilize CalTrans DO NOT ENTER and directional road paint arrows

Proposed Solution #2

Painted Signage and Directional Parking at 511/513



1. Hard division of ingress/egress – may or may not utilize dividers for first 5-feet
2. Provide lane space by red curbing 40-foot of bus stop, 40-foot of ingress transition
3. Provide protection for ingress merging and white divider lanes
4. Utilize CalTrans DO NOT ENTER and directional road paint arrows
5. Use directional parking with center stop at 511/513 to send clear visual cue ^{c_f} 133 northbound car at the ingress. Preserves 2 parking places.

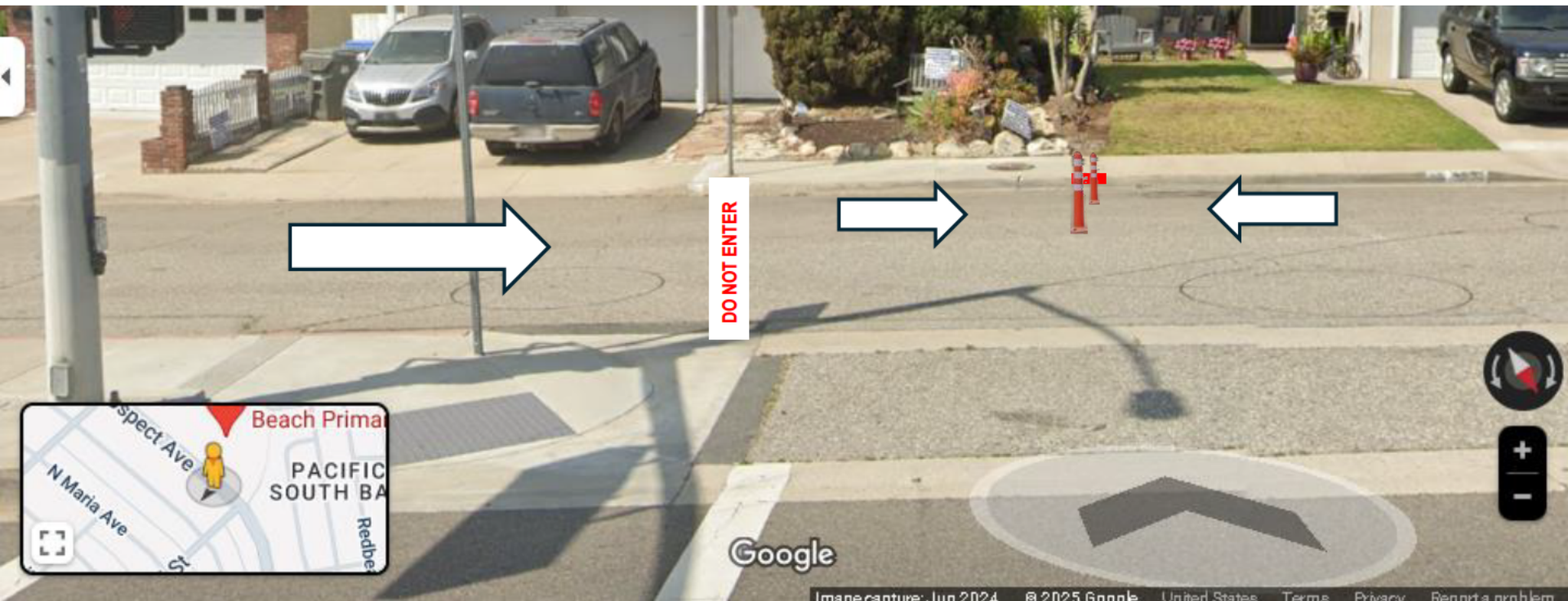
Proposed Solution #2

To send CLEAR SIGNALS TO TRAFFIC REGARDING THE DIRECTIONS OF TRAVEL

- 1) Parking in front of 513 is clearly marked as SOUTHBOUND
- 2) Parking in front of 511 is clearly marked as NORTHBOUND
- 3) Parking spots are separated by a 1-foot red curb and orange permanent separators
- 4) A clear DO NOT ENTER (CalTrans standard for the end of off-ramps) is added
- 5) Aggressive enforcement of NO PARKING across driveways
- 6) Right Turn Only pavement paint
- 7) Yellow divider paint to designate IN and OUT from Prospect to Frontage

To assure CRIME SAFETY at the bus stop by maintaining 24/7 visibility from the Frontage road

- 1) Parking is banned the full length of the bus stop with red curb



Jessica Handlin

From: Ryan Liu
Sent: Wednesday, June 18, 2025 1:30 PM
To: Jessica Handlin
Subject: FW: Public Comment for RB City Council, RB PWSC, RB PSC, RBPW
Attachments: RBCC 6-17-25 Intersection Diagram.pdf

Hi Jessica,

For inclusion for PWSC's prospect item.

Ryan Liu, PE

Redondo Beach | Traffic Engineering

From: Andrew Winje <Andrew.Winje@redondo.org>
Sent: Wednesday, June 18, 2025 11:45 AM
To: Ryan Liu <Ryan.Liu@redondo.org>
Cc: Lauren Sablan <Lauren.Sablan@redondo.org>
Subject: Fw: Public Comment for RB City Council, RB PWSC, RB PSC, RBPW

for public correspondence.

From: Mark Nelson (Home Gmail) <[REDACTED]>
Sent: Wednesday, June 18, 2025 11:15 AM
To: CityClerk <CityClerk@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>; Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; James Light <james.light@redondo.org>
Subject: Public Comment for RB City Council, RB PWSC, RB PSC, RBPW

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

The attached was discussed with the City Council at the 6/17/25 meeting. It provides concerns regarding the proposed intersection design. The greatest concern is RBPW proposal to leave parking in the intersection. The visual cue from a southbound parked vehicle is clearly indicative of continued southbound travel. That is inappropriate and dangerous.

As I indicated, I own a home in the intersection. I am significantly disabled with multiple surgeries and implants, yet, I will park as needed for safety and proceed to my home.

If safety is not our priority, then what is? We should not have a 2000, 4000 or even 6000 pound parked vehicle pointing southbound as the single most dominant, defining feature of the intersection.

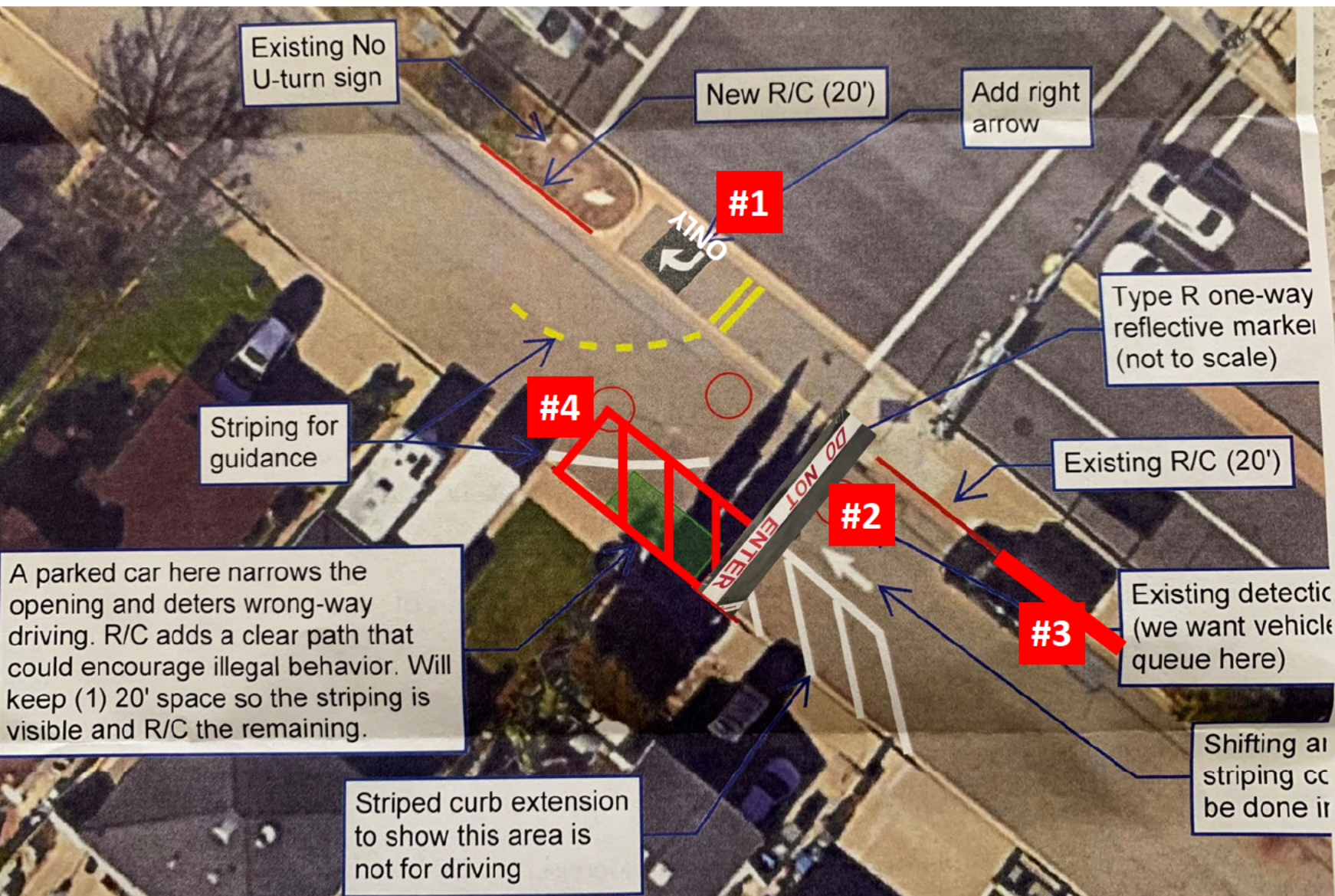
For reference, I also provide video security samples of common wrong-way drivers. One makes a considered decision to drive though construction workers on the street to proceed the wrong-way down the Frontage to Diamond driving into a low, rising sun. The other comes up fast on a pedestrian (student?) from behind as it illegally makes a U-turn.

ALL FOCUS needs to be on highlighting the direction of travel and a parked vehicle facing SOUTH does not do that.

Mark Nelson

Local Traffic Wrong Way Vehicle Video <https://youtu.be/35RIs7YOc1k>

Wrong Way Coming Up on Pedestrian from Behind <https://youtu.be/CkW6dJInxNs>



Following review of the June 11th letter from Traffic Engineering about the North Prospect Frontage & BCHD Intersection, we have the following comments:

#1 Addition of the word **ONLY** in street paint to the Right Turn Arrow.



#2 Addition of the **CalTrans DO NOT ENTER street paint** that is now in use at the end of freeway offramps in addition to, or in place of, the red reflective markers. The same people that drive past 2 NO U-TURN SIGNS, 2 DO NOT ENTER SIGNS, 1 ONE-WAY SIGN, and OVER a 10-FOOT LONG WHITE ARROW will not be deterred by REFLECTIVE RED ROAD MARKERS



#3 Red curbing the rest of the bus stop for visibility as the key to safety, as per the findings of the University of California. The bus stop on the frontage has had mental health crises, medical emergencies, hospital dump offs in gowns, campers/sleepers, and transients. We were notified in an email from prior PW Director Semaan that **the frontage road has had child predator investigations**. Let's use the UC data about bus stops and the prior events **and be safe instead of having an unseen medical emergency of child molestation** because a van or SUV or even a car is parked next to the bus stop blocking the view of the enclosure.

#4 Red curb the area on the west side of the intersection entirely and add a **NO LEFT TURN SIGN**. Parking a single vehicle inside the intersection pointed southbound sends a CLEAR SIGNAL to drivers that SOUTHBOUND illegally against the one-way is acceptable. Don't squander an opportunity for safety by allowing a giant **TURN LEFT THE WRONG WAY** sign in the intersection. **RED CURB IT and add a NO LEFT TURN SIGN AS THE ONLY VISUAL.**

ONLY ONE OF THESE CLEARLY DEFINES THE PATH OF TRAVEL
The other is a 4000 pound “LEFT TURN OK” Sign



Jessica Handlin

From: Ryan Liu
Sent: Wednesday, June 18, 2025 1:30 PM
To: Jessica Handlin
Subject: FW: Public Comment for RB City Council, RB PWSC, RB PSC, RBPW

This one too

Ryan Liu, PE

Redondo Beach | Traffic Engineering

From: Andrew Winje <Andrew.Winje@redondo.org>
Sent: Wednesday, June 18, 2025 12:19 PM
To: Ryan Liu <Ryan.Liu@redondo.org>
Subject: Fw: Public Comment for RB City Council, RB PWSC, RB PSC, RBPW

Here is some more...

From: Mark Nelson (Home Gmail) <[REDACTED]>
Sent: Wednesday, June 18, 2025 12:14 PM
To: CityClerk <CityClerk@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>; Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; James Light <james.light@redondo.org>
Subject: Re: Public Comment for RB City Council, RB PWSC, RB PSC, RBPW

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Addendum

The prior week 6/10/25 we discussed CVC 22500 (illegal parking across driveways) and the lack of enforcement. That state law needs to be enforced in the T-intersection, and perhaps one or two driveways each way (for example) 509-515 or 507-517. Perhaps a round of warning tickets would be appropriate?

On Wed, Jun 18, 2025 at 11:15 AM Mark Nelson (Home Gmail) <[REDACTED]> wrote:

The attached was discussed with the City Council at the 6/17/25 meeting. It provides concerns regarding the proposed intersection design. The greatest concern is RBPW proposal to leave parking in the intersection. The visual cue from a southbound parked vehicle is clearly indicative of continued southbound travel. That is inappropriate and dangerous.

As I indicated, I own a home in the intersection. I am significantly disabled with multiple surgeries and implants, yet, I will park as needed for safety and proceed to my home.

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Mark Nelson

Local Traffic Wrong Way Vehicle Video <https://youtu.be/35Rls7YOc1k>

Wrong Way Coming Up on Pedestrian from Behind <https://youtu.be/CkW6dJInxNs>

Jessica Handlin

From: Jesse Reyes
Sent: Tuesday, June 10, 2025 9:39 AM
To: Jessica Handlin
Subject: FW: Public Comment for City Council 6/10, Public Safety Commission 6/16, Public Works Commission 6/23
Attachments: Blue Folder Comments for RBCC 6-10-25.pdf

FYI- for the commission meeting.

Jesse Reyes

Capital Projects Program Manager

310.697.3171

Jesse.Reyes@redondo.org



From: Andrew Winje <Andrew.Winje@redondo.org>
Sent: Tuesday, June 10, 2025 9:00 AM
To: Jesse Reyes <Jesse.Reyes@redondo.org>
Cc: Ryan Liu <Ryan.Liu@redondo.org>
Subject: FW: Public Comment for City Council 6/10, Public Safety Commission 6/16, Public Works Commission 6/23

This, and perhaps the letter yesterday from Mark Nelson, should be attached to the PWSC item for the striping on Prospect frontage road. I had said yesterday that they were for non-agenda items, but I hadn't read far enough. Among the many comments on a number of topics there are some addressing the striping.

Thanks,

Andy

Andrew Winje

Director of Public Works

310.697.3151

Andrew.Winje@redondo.org



From: Darryl Boyd <[REDACTED]>
Sent: Monday, June 9, 2025 6:50 PM
To: CityClerk <CityClerk@redondo.org>; Anneke Blair <[REDACTED]>; Jeffrey Gaul

<Jeffrey.Gaul@redondo.org>; Alan Klainbaum <Alan.Klainbaum@redondo.org>; Nancy Skiba
<Nancy.Skiba@redondo.org>; Austin Carmichael <austin.carmichael@redondo.org>; daniella.woodnicki@redondo.org;
Gilbert M. Escontrias <Gilbert.Escontrias@redondo.org>; Cindi Arrata <Cindi.Arrata@redondo.org>; Candace Nafissi
<Candace.Nafissi@redondo.org>; John Simpson <John.Simpson@redondo.org>; Andrew Beeli
<Andrew.Beeli@redondo.org>; Jay Tsao <Jay.Tsao@redondo.org>; Steven Anderson <Steven.Anderson@redondo.org>;
Bhuvan Bajaj <Bhuvan.Bajaj@redondo.org>; Traffic Engineering <trafficengineering@redondo.org>; Andrew Winje
<Andrew.Winje@redondo.org>; James Light <james.light@redondo.org>; Paige Kaluderovic
<Paige.Kaluderovic@redondo.org>; Zein Obagi <Zein.Obagi@redondo.org>; Scott Behrendt
<Scott.Behrendt@redondo.org>; Brad Waller <Brad.Waller@redondo.org>; Chadwick B. Castle
<Chadwick.Castle@redondo.org>

Subject: Public Comment for City Council 6/10, Public Safety Commission 6/16, Public Works Commission 6/23

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Please see attached PDF file for:

Public Comment for City Council 6/10, Public Safety Commission 6/16, Public Works Commission 6/23

I agree to these comments and wish them to be included on my behalf.

Darryl Boyd

--

Darryl Boyd - Broker/Owner, MRP, SFR, CPTS

Specialized Court Services:

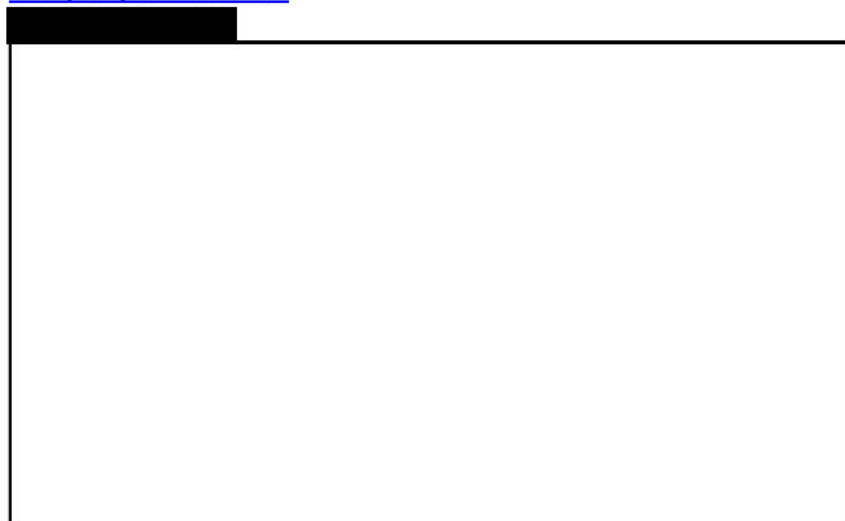
Expert Witness - Probate & Trust Valuation Disputes

Substitute Administration - Probate Cases

DARRYL B. BOYD, BROKER



DarrylBoydBroker.com



Blue Folder Items, RBCC Meeting 6/10/25

To the City Clerk:

The following consists of three comments for inclusion into Blue Folders. They are clearly marked for inclusion. Thank you.

Please include this comment as a Blue Folder Item for Item L.2 on 6/10/25

Background

The following comments are provided regarding the rehab of the 500-600 N Prospect Frontage Road following the death of the Oleanders from lack of maintenance of the irrigation system by the City. Their death and removal left the Frontage road with a lack of privacy; increase in auto emissions and particulates that are trapped in a mature hedgerow; increase in noise; and increased safety risk from the lack of a pedestrian barrier. This causes both reductions in the value of our properties, and it negatively impacts the health of residents – from child through the elderly. Particulates are known to cause diseases from asthma in children to cancers to dementia.

Since the City's lack of maintenance caused this damage, we feel that the City should be required to mitigate it as quickly as feasible. So far, the process has been slow and the chosen young plants for the median strip will take 5-10 years to reach maturity according to the USDA and the University of California Master Gardener Program reference.

Further, the traffic has been unsafe on the Frontage Road for some time, due to speeding, wrong-way and illegal U-turn drivers. This comment addresses that issue also, via comments to BRR#22.

Issue: BRR#03's Estimate is in Error. The Sound Wall for Prospect Frontage is Corrected to Cost \$230,000 to \$370,000

The City estimated a cost of over \$3M for a sound wall on the Frontage Road. Both the unit cost and the specification were flawed. The wall was proposed at 24-feet tall. That is well beyond the 14-foot maximum in the California Highway Standards Manual. The City also used a cost in excess of \$60 per square foot that contained unacceptable data. The cost should have been just over \$30 per square foot.

Assuming a 6-foot tall wall across the entire Frontage Road, the cost estimate is \$370,000.

Assuming a 6-foot tall wall across on the relevant portion of the Frontage north of the BCHD intersection, the cost estimate is \$230,000. **The lower wall should be considered as the COST OF A SOUNDWALL.**

Issue: BRR#03 Estimates a Metal Beam Guardrail at \$69,000 to \$112,000 for the Frontage Road that Would Provide Safety from Vehicles Running Off of Prospect Avenue (Big Prospect)

The City estimated a guardrail at \$112K in conjunction with an iron fence. The guardrail would provide physical safety from cars leaving Big Prospect onto the Frontage. The reduced \$69,000 represents the prorated share of cost for the 650-foot section north of the BCHD intersection. **The guardrail should be offered as a SECURITY OPTION FOR THE FRONTAGE ROAD.**

Issue: BRR#22 States that the Cost of Road Signs and Markings will be Paid from Traffic Calming Funding

Because speed humps were not recommended for the Frontage Road, BRR#22 states that no capital will be needed for the correction of speeding, wrong-way traffic, and illegal U-turns off Prospect.

Issue: Road Markings and Signage, such as “SLOW” “CHILDREN” “SPEED LIMIT 25” should be added to the Frontage Road.

Currently, there are no speed signs on the Frontage Road. Also, these added cautions could help slow traffic.

Issue: Right Turn Only Signage and Road Markings should be added to the Ingress to the Frontage Road across from BCHD in the Intersection

A sign, sweeping right arrow, and yellow road paint divider will establish a clear right turn path and will discourage the common, illegal left turn.

Issue: The City should consider Side of the Road white paint markings, similar to those on 500-600 Paulina

Paulina was visually narrowed to reduce speed and increase safety for residents and children. Consider doing something similar for the Frontage Road.

Issue: The City should “Red Curb” the Entire Length of the Bus Stop – or – Move the Bench into the Daylighting Area

There is a long history of events at the bus stop, including hospital dump-offs, medical emergencies, unhoused, mental health emergencies, and various criminal activity (see Director Semaan email on Child Predator investigations). A modest extension of the daylighting red curb to cover the entire bus stop would enhance safety and visibility at virtually no cost. This also supports the recent anti-camping ordinance that covers bus stops and the health concerns of Dr. Lesser at the 5/6 RBCC meeting.

Issue: Daylighting Red Curb North of the BCHD “Right Turn Only”

Because the 26-foot wide Frontage Road is narrow for 2-side parking and 2-way traffic, a 20-foot daylighting red curb north on the east side of the Frontage Road road would provide a safe merge area for incoming traffic.

Issue: Signal Coils must be Evaluated

The Coils in the road at the intersection often DO NOT WORK. Car, trucks, USPS, etc. wait at the intersection from traffic at the BCHD side to trip the light. Either the road needs to be striped to force vehicles over the coils, or other repairs may be needed.

Please include this comment as a Blue Folder Item for Item J.1 on 6/10/25

The current replacement for the oleander hedge that was killed due to non-maintenance of the irrigation system has some defects when compared to the prior hedgerow. They are detailed below.

Issue: The Pacific Myrtle Drops Flowers and Berries – They will Require Enhanced Street Cleaning

Native plants do not necessarily mean low maintenance. The Pacific Myrtle sheds its flowers and drops berries, typically in the winter that will be tracked from passengers in parked cars. **The City should consider if Pacific Myrtle was a poor choice when lifetime maintenance is included.**

Issue: At a Minimum, the 5-gallon Size Pacific Wax Myrtle Should be Replaced with 15-gallon

According to Armstrong Garden, the 5-gallon and 15-gallon Myrtle have comparable transplant survival rates. Furthermore, since Armstrong provides a one-year guarantee, they have a moral hazard for misrepresenting the survivability. The City's claim that 5-gallon plants transplant better is without justification commercially or in the USDA data. **The 5-gallon Myrtles should be replaced with 15-gallon. The 5-gallon can be repurposed. This will provide a more enhanced view block comparable to the oleanders that were killed by the unmaintained irrigation system.**

Thank you for your consideration of these issues and I sincerely hope the City can restore a safer, quieter, healthier Frontage Road for the residents and property owners.

Jessica Handlin

From: Ryan Liu
Sent: Thursday, June 19, 2025 12:47 PM
To: Jessica Handlin
Subject: FW: Public Comment: Prospect Frontage Road Does NOT REQUIRE PARKING IN THE INTERSECTION - IT'S A CAUSE OF THE PROBLEM WE HAVE

More public comments for the PWSC prospect item.

Ryan Liu, PE

Redondo Beach | Traffic Engineering

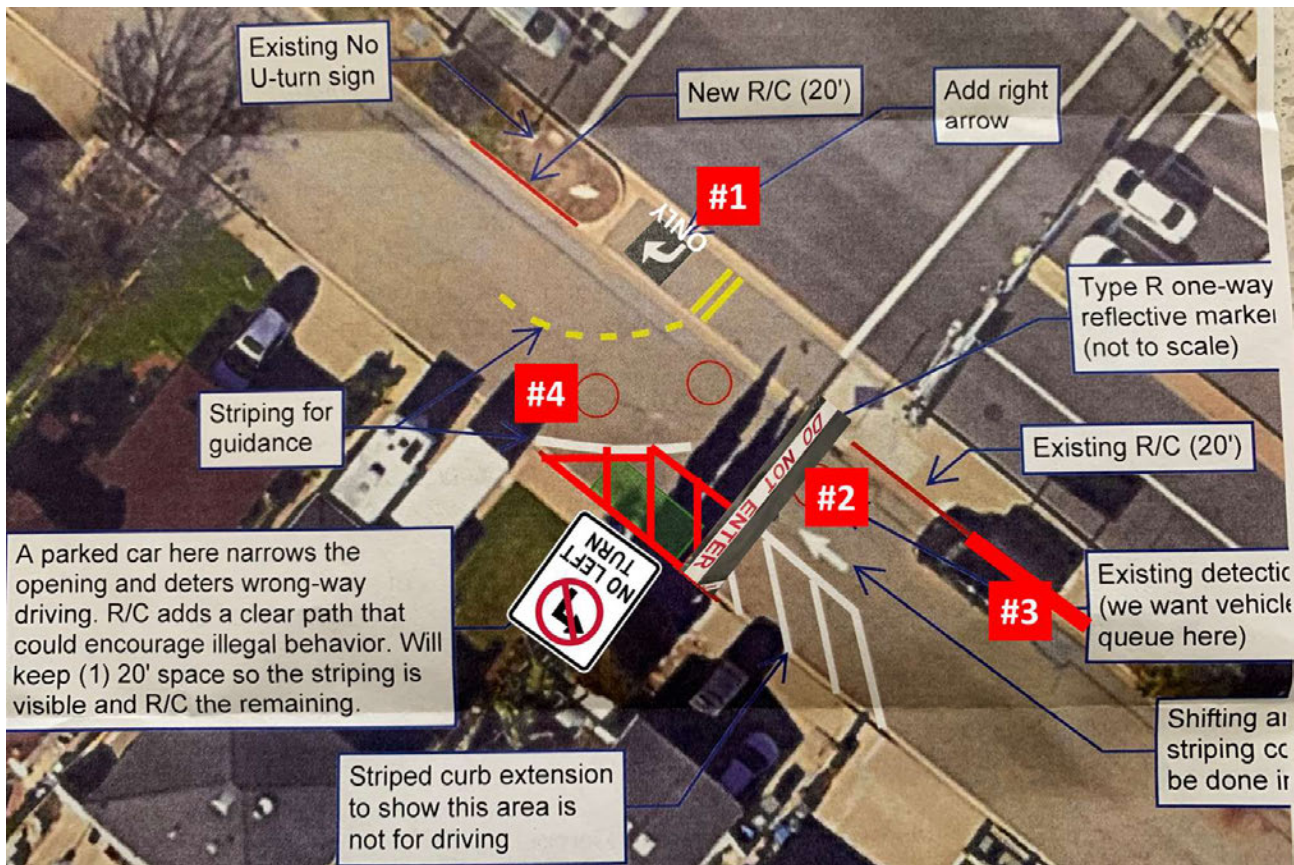
From: Mark Nelson (Home Gmail) <[REDACTED]>
Sent: Thursday, June 19, 2025 11:06 AM
To: CityClerk <CityClerk@redondo.org>; James Light <james.light@redondo.org>; Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>; Anneke Blair <[REDACTED]>; Jeffrey Gaul <Jeffrey.Gaul@redondo.org>; Alan Klainbaum <Alan.Klainbaum@redondo.org>; Nancy Skiba <Nancy.Skiba@redondo.org>; Austin Carmichael <austin.carmichael@redondo.org>; daniella.woodnicki@redondo.org; Gilbert M. Escontrias <Gilbert.Escontrias@redondo.org>; Cindi Arrata <Cindi.Arrata@redondo.org>; Candace Nafissi <Candace.Nafissi@redondo.org>; John Simpson <John.Simpson@redondo.org>; Andrew Beeli <Andrew.Beeli@redondo.org>; Jay Tsao <Jay.Tsao@redondo.org>; Steven Anderson <Steven.Anderson@redondo.org>; Bhuvan Bajaj <Bhuvan.Bajaj@redondo.org>; Traffic Engineering <trafficengineering@redondo.org>; Zein Obagi <Zein.Obagi@redondo.org>; Scott Behrendt <Scott.Behrendt@redondo.org>; Brad Waller <Brad.Waller@redondo.org>; Chadwick B. Castle <Chadwick.Castle@redondo.org>
Subject: Public Comment: Prospect Frontage Road Does NOT REQUIRE PARKING IN THE INTERSECTION - IT'S A CAUSE OF THE PROBLEM WE HAVE

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Thank you to everyone who has been working on the Prospect Frontage road project. This is our first concentrated attention in my 30+ years on the street and we appreciate it.

We need the redesigned Frontage road intersection to provide UNIFOCUSED CLEAR GUIDANCE to incoming traffic off of Prospect.

- **RIGHT TURN ONLY ARROW AND PAVEMENT PAINT w/ YELLOW PAINTED ROAD DIVISION TO FORCE TRAFFIC NORTH**
- **LARGE DO NOT ENTER PAVEMENT PAINT AT THE END OF THE ONE-WAY (Caltrans offramp example)**
- **RED CURB ALONG THE ENTIRE BUS STOP FOR SAFETY BY INCREASED VISIBILITY**
- **LARGE EYE-LEVEL NO LEFT TURN SIGN**
- **NO PARKED CARS IN THE INTERSECTION**



As I noted in comments at the RBCC on 6/17/25 with my exhibit, the intersection at the Prospect Frontage does not require a parked vehicle in the intersection. In fact, it is a counterproductive visual cue. A parked vehicle, pointed southbound into the WRONG-WAY of the Frontage road is simply a 5000-pound **LEFT TURN OK HERE** sign. How do we know that? We have 30+ years of experience watching the U-turns off of Prospect go down the wrong-way on the one-way Frontage.

I posted security system video at <https://youtu.be/iadhACdAvY4> that is representative of the multiple times per day illegal U-turn issue.

The overwhelming majority of all wrong-way traffic on the Frontage is from illegal U-turns as drivers avoid the posted NO U-Turn signs on Prospect. And 9 times out of 10, the illegal U-turn occurs with a southbound parked car in the intersection pointing toward Diamond sending the visual cue that LEFT TURNS ARE OK.

My lived experience (6 cars hit parked in the intersection) is that a northbound parked car deterred more illegal wrong-way southbound traffic than the DO NOT ENTER signs that are ignored.

THANK YOU to Traffic Engineering for their latest design of the intersection - it's getting really close to complete. As you can see from the security video, **a southbound parked car invites illegal U-turns**, it does not deter them. **The overwhelming majority of illegal U-turns have a southbound car in the intersection.**

Wrong-way through traffic is the issue that would call for a parked car to narrow the road. THAT'S NOT OUR ISSUE - ours is U-Turns off Prospect.

And as I also noted at the RBCC meeting, I'm disabled, have pounds of metal and screws in my body, and I'm willing to walk from a couple houses away when I need to put a car on the street. **Morally, Convenience must take a backseat to Public Safety.** I'm from an LEO family that suffered a line of duty death. I grew up understanding the moral obligation of public safety in the most personal way possible.

1) We need a red curb in front of the 2 houses in the intersection (I've owned 511 for years and year) with a **LARGE NO LEFT TURN SIGN AT EYE LEVEL**

2) We need a red curb along the entire bus stop area. We do not want Dr. Lesser's story of urine and feces at our bus stop. Nor will we tolerate creating a place for children to be molested after LA County informed RBPW that there have been child predator investigations in the area of the bus stop.

Again, the morality of this decision is clear. Safety over Convenience.

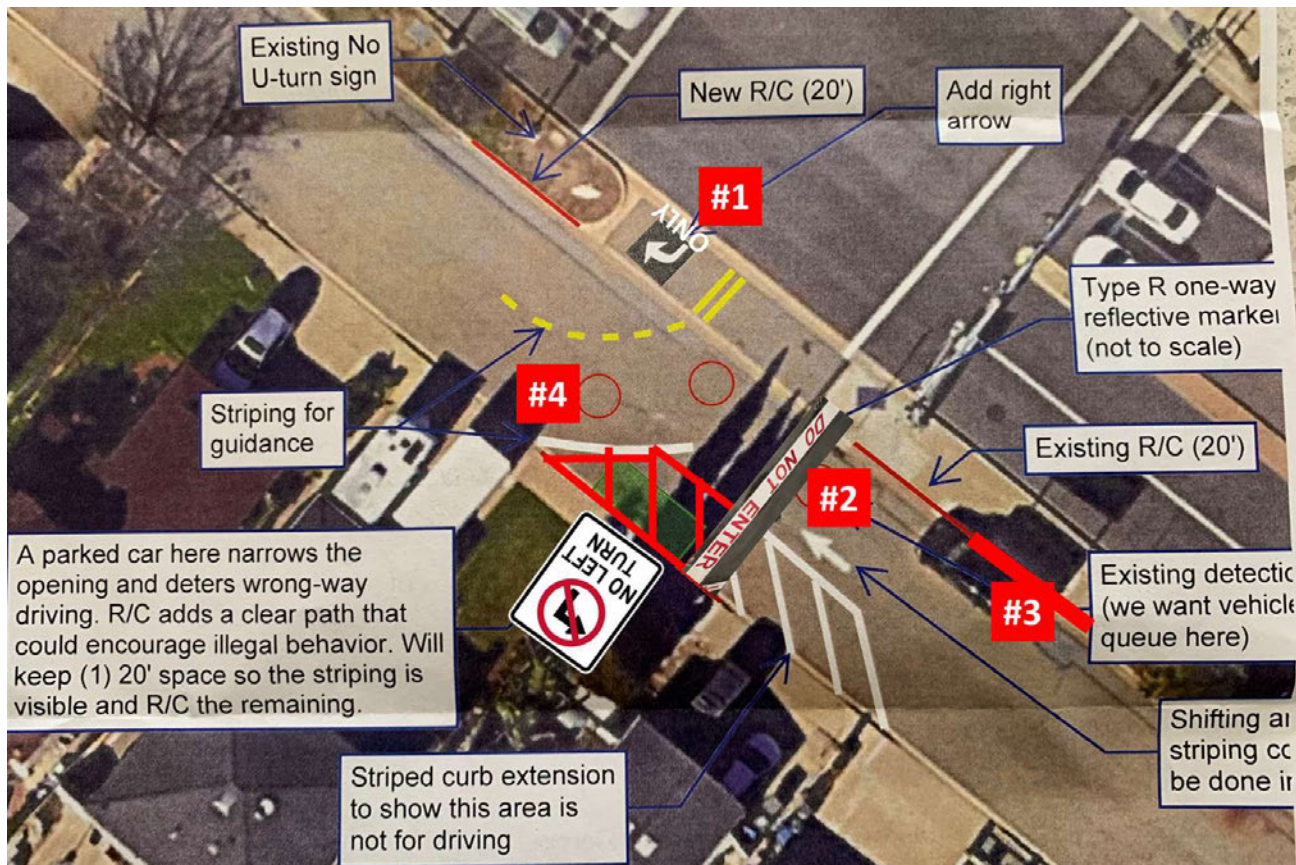
Thank you for your work, and please provide us with a safe intersection for the first time in my 30+ years on the street.

Further security video examples of the chaos in the T-intersection can be seen on Youtube at <https://youtu.be/doFsT46J43Q>

And the recent bus accident is at <https://youtu.be/afScK-jx1-E> I'm certainly grateful that no children were standing at the signal pole waiting to cross, and that no bicyclist was queued up in the road waiting to get onto Prospect.

Thank you again and I will attend the PWSC meeting either live or by Zoom if anyone has any questions.

Mark Nelson
Long time owner 511



Following review of the June 11th letter from Traffic Engineering about the North Prospect Frontage & BCHD Intersection, we have the following comments:

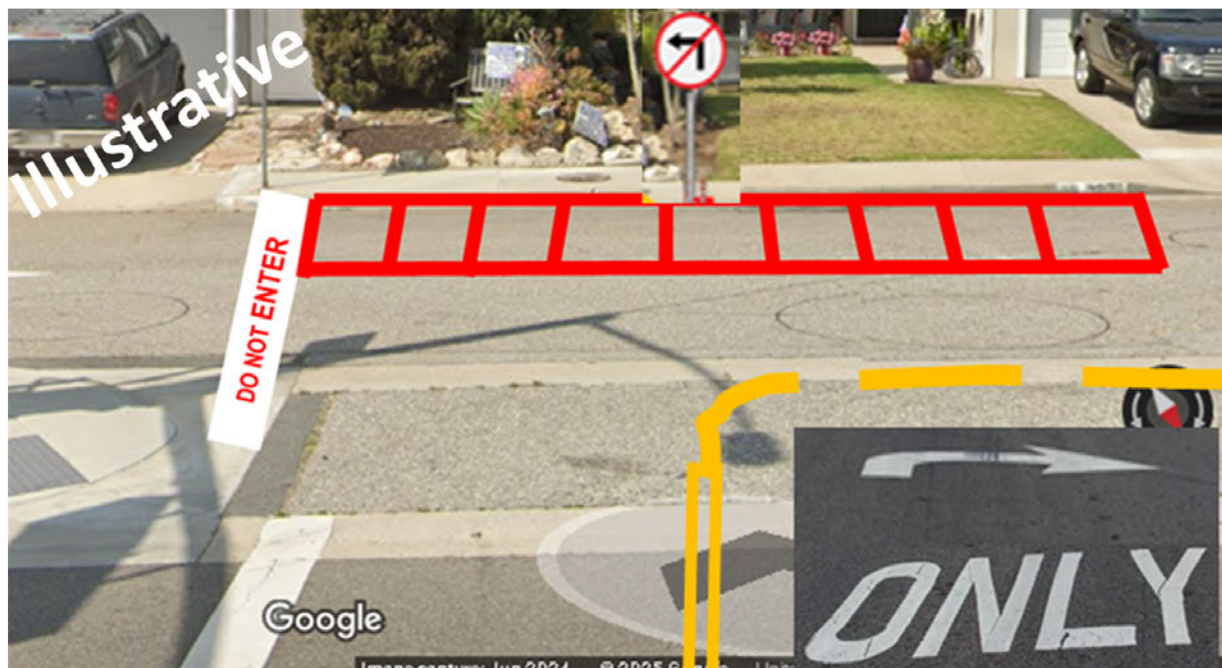
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#3 Red curbing the rest of the bus stop for visibility as the key to safety, as per the findings of the University of California. The bus stop on the frontage has had mental health crises, medical emergencies, hospital dump offs in gowns, campers/sleepers, and transients. We were notified in an email from prior PW Director Semaan that **the frontage road has had child predator investigations**. Let's use the UC data about bus stops and the prior events and be safe instead of having an unseen medical emergency of child molestation because a van or SUV or even a car is parked next to the bus stop blocking the view of the enclosure.

#4 Red curb the area on the west side of the intersection entirely and add a **LARGE NO LEFT TURN SIGN**. Parking a single vehicle inside the intersection pointed southbound sends a CLEAR SIGNAL to drivers that SOUTHBOUND illegally against the one-way is acceptable. Don't squander an opportunity for safety by allowing a giant **TURN LEFT THE WRONG WAY** sign in the intersection. **RED CURB IT and add a NO LEFT TURN SIGN AS THE ONLY VISUAL - DO NOT INVITE WRONG WAY TRAFFIC WITH A SOUTHBOUND PARKED VEHICLE.**

DO NOT PROVIDE ANY MIXED MESSAGES TO DRIVERS FROM PROSPECT WITH SOUTHBOUND PARKED VEHICLES





Administrative Report

J.3., File # PWS25-0830

Meeting Date: 6/23/2025

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

DISCUSSION OF TRAFFIC CALMING MEASURES AT FLAGLER/CLARK INTERSECTION

EXECUTIVE SUMMARY

The City received a request for an all-way stop (AWS) from a local homebuilder at the Flagler Lane and Clark Lane intersection to address speeding concerns along Flagler, which is currently stop-controlled for the one-way eastbound Clark approach. The request was not initiated by a current resident. City staff is exploring other engineering countermeasures besides stop signs when conditions allow, especially since AWS are not appropriate for speed control per the CAMUTCD. Staff discussed the Flagler/Clark intersection with the District 4 Councilmember, who provided direction to explore median treatments at this intersection to address excessive speeds. Staff is seeking input from the PWSC and the public. Noticing was provided to the residents living within 150 feet of Flagler/Clark.

BACKGROUND

In February 2025, staff and the District 4 Councilmember received a request from a local homebuilder who is redeveloping a residential lot at the corner of Flagler/Clark. The homebuilder is concerned that future residents would have difficulty backing out of driveways onto Flagler due to traffic speeds on Flagler. Staff would like to note that Flagler is the same width as other residential streets in the area, but does not contain street parking on either side. While this improves driveway exiting visibility compared to most streets in the area, the lack of parked cars encourages higher driving speeds due to wider lanes. The homebuilder requested stop signs on Flagler to address speeding. According to CAMUTCD Section 2B.04.05, yield or stop signs should not be solely used for speed control. Therefore, staff proposed that data should be collected and alternative traffic calming measures should be explored before considering an all-way stop per the City's AWS Policy. The councilmember was in support of this plan of action.

ANALYSIS

Engineers from the City visited the Flagler/Clark intersection to determine if there are any visibility issues that could warrant an AWS. Staff observed no visibility issues on the eastbound Clark approach that would require Flagler traffic to stop in order to proceed safely through the intersection. Staff also performed a collision analysis and found two (2) collisions within the past five years that could be corrected by either traffic calming measures or an AWS. Note that the visibility and collision data does not meet typical AWS thresholds found in the City's AWS Policy or the CAMUTCD.

Staff then collected traffic data at Flagler/Clark, which includes 24-hour/7 days of speed and volume data along Flagler north of Clark, and 24-hours of volume data along Clark west of Flagler. Data was collected in February/March of 2025, and can be found in Attachment 1. 85th percentile speeds along Flagler were 30 mph. While this is above the 25 mph speed limit, they are not considered excessive enough to install speed bumps/cushions per City policy thresholds. An average of 2,671 vehicles traveled along Flagler, which is higher than typical residential streets since Flagler connects with 190th St and Beryl St. Traffic volumes show that only 11-12% of the intersection's traffic originates from Clark. Therefore, it would be inappropriate to force 88% of traffic to stop for very little cross traffic.

Because the reported collisions, visibility analysis, and traffic volumes do not meet typical City or State/Federal policy thresholds, an AWS is not recommended at this intersection. To control excessive speeding, staff proposes to install short medians at this intersection to slow down drivers. This is possible because Flagler does not allow parking on either side of the street, and medians would force drivers on Flagler to slow down and shift laterally to the right to proceed. Medians on the north and south legs would narrow the approach lanes to approximately 10-11 feet. The medians would also serve as a de facto pedestrian refuge island, and would not conflict with turning movements or driveways. These treatments are common in other cities. Attachment 2 shows two median treatment alternatives, both of which offer effective countermeasures to excessive speed by narrowing the lanes near the intersection. The first alternative installs 8-inch diameter raised/reflective pavement markers. These pavement markers are faster and cheaper to install, and do not require drilling holes in the pavement. They are also traversable and are felt by drivers like a speed bump. Similar treatments were installed at Harkness/Agate and Del Amo/Paulina. The second option installs a 6.5-foot-wide modular prefabricated median that requires drilling holes in the pavement. This treatment may be more visible than the first option and provides full height curb. However, a modular median is more costly to install and maintain. The City will install a similar median at Beryl/Guadalupe as a trial but has not determined such treatment to be a sustainable standard at this time.

Given the finite resources of the City for traffic calming improvements, staff is seeking input from the Commission and public as to whether to install a median treatment at this location. If the Commission so recommends, staff will then determine which treatment is selected based on cost, availability and availability of crew to install.

COORDINATION

Coordination of this report took place within the Public Works Department.

ATTACHMENTS

- 1 - Flagler/Clark Speed & Volume Data
- 2 - Flagler/Clark Median Options

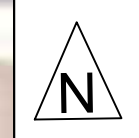
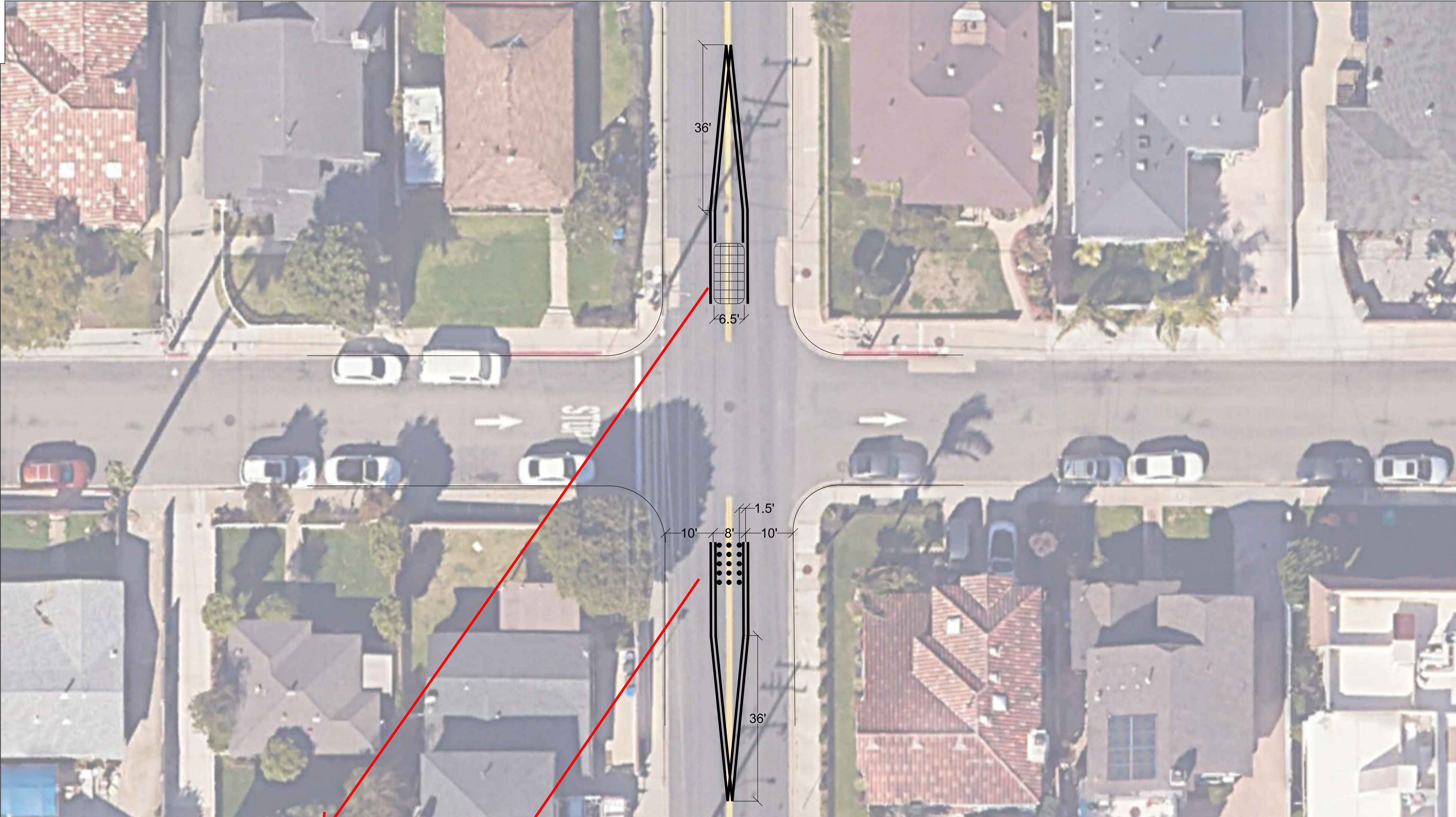
**Flagler Lane North of Clark Ln
Speed and Volume Summary**

DATE	NORTHBOUND VOLUME (VEH/DAY)	SOUTHBOUND VOLUME	TOTAL DAILY VOLUME	NORTHBOUND 85TH % SPEED (MPH)	SOUTHBOUND 85TH % SPEED	TOTAL 85TH % SPEED
Wednesday, 26 February 2025	1402	1531	2933	31	29	30
Thursday, 27 February 2025	1445	1536	2981	31	29	30
Friday, 28 February 2025	1404	1492	2896	31	29	30
Saturday, 1 March 2025	1114	1164	2278	31	29	30
Sunday, 2 March 2025	899	948	1847	32	30	30
Monday, 17 March 2025	1414	1459	2873	30	29	29
Tuesday, 18 March 2025	1363	1525	2888	30	29	30
7-DAY AVERAGE			2671			
AVERAGE 85TH % SPEED				31	29	30

[a] Southbound is towards 190th.

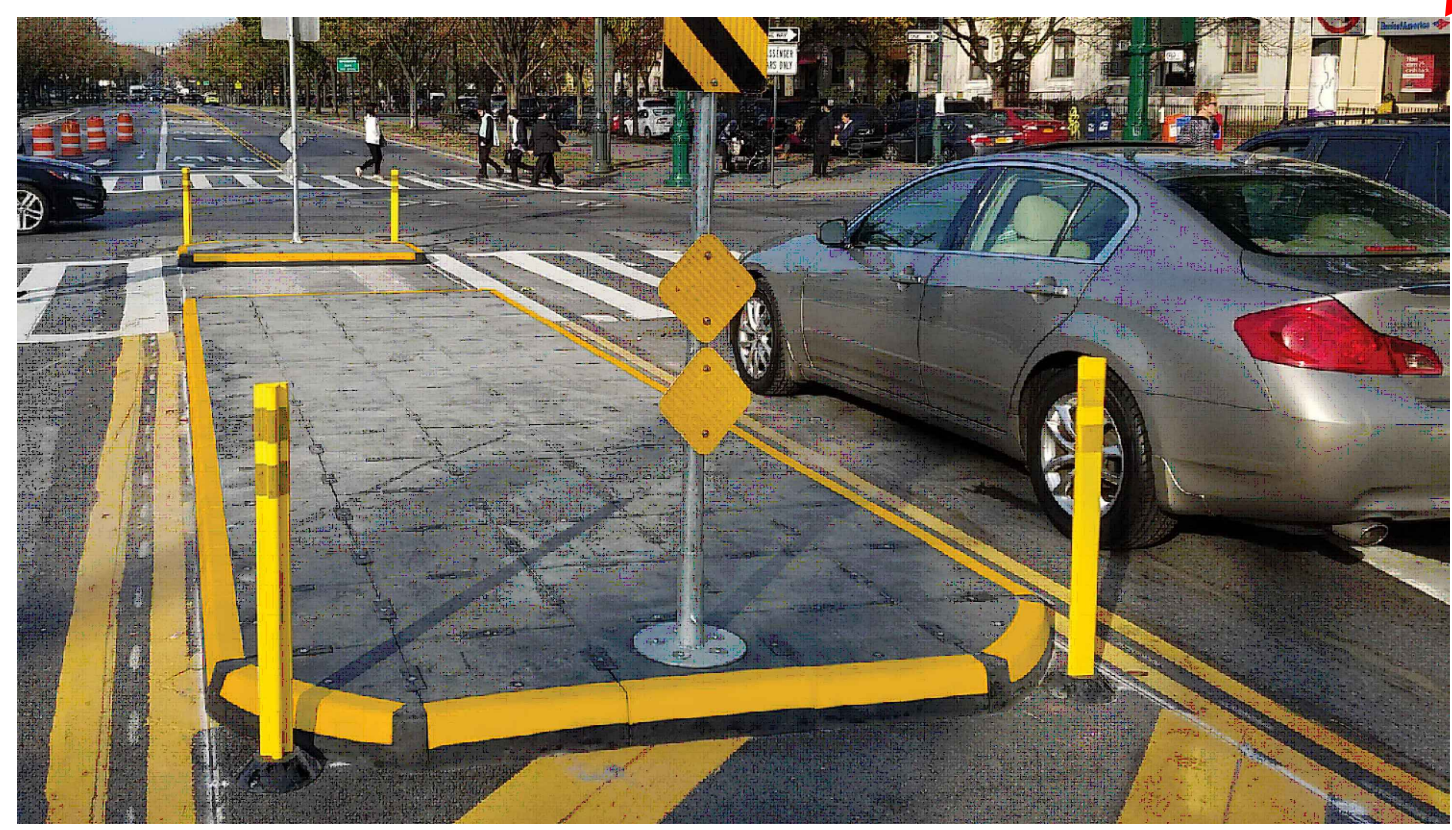
**Eastbound (One-Way) Clark Ln
24-Hour Volume at Flagler Ln**

DATE	EASTBOUND VOLUME (VEH/DAY)	Percentage of Flagler Volume (2/26/2025)
Wednesday, 26 February 2025	349	12%



1. CENTERLINE STRIPING TO BE DOUBLE YELLOW

OR



Either quick-build option has different benefits, drawbacks, and costs. Both options would address excessive speeding.

REVISIONS		CITY OF REDONDO BEACH			
DATE	DESCRIPTION	CALIFORNIA PUBLIC WORKS DEPARTMENT ENGINEERING SERVICES DIVISION			
		FLAGLER & CLARK			
		MEDIAN TREATMENT			
		SIGNING AND STRIPING PLAN			
		DRAWN	RL	CHECKED	LS
		APPROVED BY		SCALE	
		CITY ENGINEER - RCE #		DATE	
		PROJECT NO.	SHEET NO. 1	DRAWING NO.	
		XXXXX	OF 1 SHEETS		



Administrative Report

J.4., File # PWS25-0837

Meeting Date: 6/23/2025

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

DISCUSSION OF POTENTIAL REFORMS TO THE CITY'S PREFERENTIAL PARKING PERMIT PROGRAM

EXECUTIVE SUMMARY

City staff received a referral from the Public Works & Sustainability Commission (PWSC) to discuss potential changes to the City's Preferential Parking Permit (PPP) Program. The request stems from a desire to create more flexibility to add and/or remove zones to meet needs of the residents. The current Redondo Beach Municipal Code (RBMC) is highly restrictive and prescriptive as it relates to the PPP Program. Staff reviewed the PPP Program against similar programs in other cities such as Santa Monica, Culver City, and West Hollywood. These cities offer robust permit programs using best practices that reflect various street parking complexities.

BACKGROUND

The City offers a number of parking permit programs for different needs. They include:

- Annual Parking Meter Permits (available to all; bypasses per use payment up to the stated time limit)
- Riviera Village Employee Parking Meter Permits (Riviera Village businesses only, specific meters only; bypasses per use payment and short-term time limits)
- Waterfront area employee permits
- Preferential Parking Permits (discussed in detail below; bypasses stated restriction)
- Oversized Vehicle Permits (required when vehicle exceeds a certain size / dimension)
- Senior Parking Meter Permit (age 62+ only; bypasses payment at 309 Esplanade and Lot 4 that serve a senior center)

This discussion focuses on the Preferential Parking Permits (PPP) Program. RBMC 3-7.17 governs the establishment, revisions, determination criteria, permit issuance, termination, and prohibitions related to preferential parking zones. RBMC 3-7.17 can be found here:

<https://ecode360.com/42644496#42644496> <<https://ecode360.com/42644496>>

PPPs are only available with proof of residency on that particular block or group of blocks. At this time, the City contains 10 PPP zones, shown in Attachment 1. Each zone has a unique parking restriction and may encompass more than one block of a street. Administration of the PPP Program is currently handled by the Police Department Parking Enforcement Unit. At this time, administration

and enforcement is largely handled via paper, in-person, and/or mail-based methods. The Police Department is working to transition to an online-based system.

DISCUSSION

Currently, Public Works and Police staff have observed the following issues with the PPP Program. They are shown in the table below. Police Parking Enforcement Unit's comments can also be found in Attachment 2.

#	Issue	Effect
1.	RBMC 3-7.17 does not allow for the creation of temporary PPP zones in response to large scale public and / or temporary events due to current requirement that parking conflicts occur on "regular and significant daily or weekly intervals."	Events such as the Seaside Holiday Lights in Torrance cause undue traffic and parking impacts in Redondo neighborhoods.
2.	RBMC allows only a 2/3 majority of residents to advance consideration to add, modify, or remove PPP zones. All PPP zone changes must go through the same petition process on the subject block.	Consideration to remove or modify existing PPP zones in consideration of other needs is impeded due to reliance on resident support likely unaware of other needs. Residents on adjacent blocks outside a PPP zone express frustration to City due to unfairness.
3.	Current PPP zones are added and named block by block, with some streets in a single neighborhood containing two zones.	Current PPP program is difficult to administer. Zone names and boundaries are confusing.
4.	Police Department does not yet have the capabilities to broadly enforce PPPs using automated license plate readers (ALPR).	PPPs require physical permits that can be easy to forge, hard to transfer. City is not yet able to introduce more dynamic parking regulations in PPP zones. All PPP zones are binary. Parking either allowed or disallowed during posted times. City is unable to enforce unmetered time limit zones or allow visitors to park without going through the permit process with their resident sponsor.

Some of these issues are due to restrictive language found in the RBMC, while other issues are due to the current administrative systems. For example, changes to the RBMC would be required to authorize designated staff to investigate whether a permit zone could be removed without petition of residents, subject to a public hearing by the PWSC. The RBMC would also need to be changed to authorize short-term PPP zones for public hearing approval. Lastly, some desired changes to the PPP program may require additional parking enforcement resources, such as additional automated license plate readers (ALPR). The Police Department is looking to implement an online permit system and improved enforcement technologies in the next year or so. Improved technologies could

allow the City to introduce creative PPP zone regulations that allow short-term (1-2 hour) public parking within the PPP zone, while exempting permit holders from short-term limits. This is common in other cities and reduces the need for visitor permits. Currently, all residents within a PPP zone must apply and pay for visitor permits for any vendors, friends, family, or others who visit their homes during restricted parking periods.

At this time, staff recommends consideration of the following changes to the PPP Program:

1. Clarify and affirm the City Manager or designee's authority to bring forward the addition, revision, or removal of a PPP zone to the PWSC for consideration via public hearing. (This is the first step to address obsolete zones and the effects of seasonal events zones.)
2. Establish annual limits for one-day visitor permits.
3. Establish a limit on the number of PPPs per address/dwelling unit.
4. Continue transition to an online-based, license plate-based parking permit system as resources allow. (Stickers would no longer be required, but additional funding may be required to implement ALPR more widely across the Parking Enforcement Unit. This change is in the planning stages.)
5. Organize the City into administrative parking districts to simplify the number of PPP zones. Streets that meet RBMC PPP zone thresholds and are approved for preferential parking would join the parking district. The inclusion of PPP zones will allow for permit parking for special events such as Seaside Holiday Lights in Torrance or BeachLife concerts. Each parking district would largely correspond to a single permit type/zone. Some parking districts may contain additional permit types for special circumstances like employee permits. (Santa Monica, Culver City, Inglewood and West Hollywood are among the various cities in the region that are divided into parking districts.)

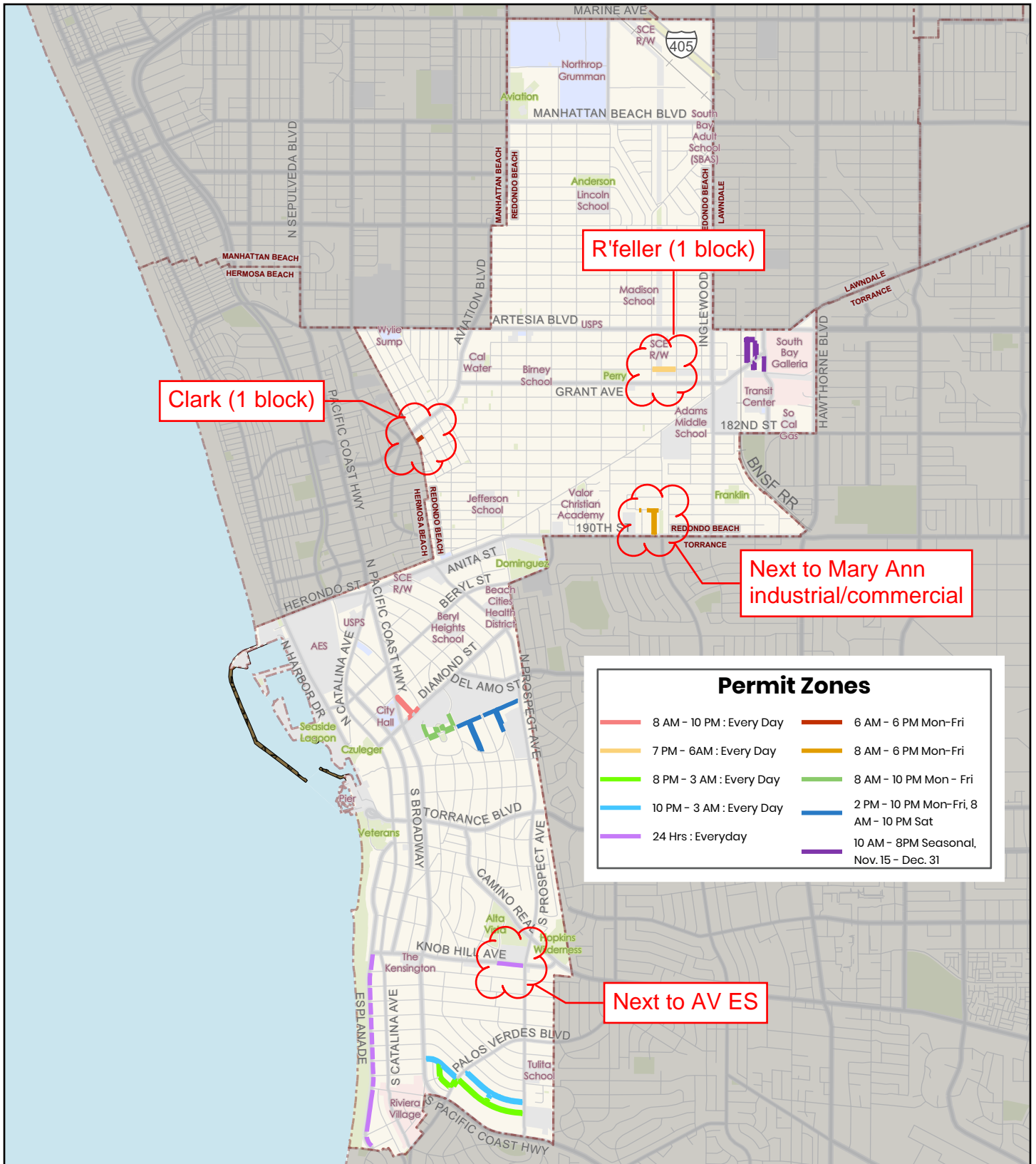
Staff is soliciting additional input from the public and the Commission as it develops recommendations for reconsideration of the RBMC's parking permit programs in conjunction with the Police Department and for potential consideration by the City Council.

COORDINATION

Coordination of this report took place within the Public Works Department and with the Police Department.

ATTACHMENTS

- 1 - Existing Preferential Parking Permit Zones
- 2 - Police Parking Enforcement Unit Comments



Permit Zones			
—	8 AM - 10 PM : Every Day	—	6 AM - 6 PM Mon-Fri
—	7 PM - 6AM : Every Day	—	8 AM - 6 PM Mon-Fri
—	8 PM - 3 AM : Every Day	—	8 AM - 10 PM Mon - Fri
—	10 PM - 3 AM : Every Day	—	2 PM - 10 PM Mon-Fri, 8 AM - 10 PM Sat
—	24 Hrs : Everyday	—	10 AM - 8PM Seasonal, Nov. 15 - Dec. 31



Preferential Parking Zones



Ryan Liu

From: Nicole Merrill
Sent: Tuesday, June 10, 2025 10:52
To: Ryan Liu
Cc: Brian Long; MSO
Subject: RE: Preferential parking

Hi Ryan,

The timing of potential changes to the PPP could be ideal as we are working on transitioning to an online portal for permit distribution. With this residents would upload their documents, staff would verify submissions, and once approved residents would pay and come in person to pick up. Below are my thoughts on potential changes to PPP.

- The ability to create PPP for large scale events may be beneficial. There is a possibility of backlash from the residents in the permitted zones near the high school. When there are large scale public events in this area (graduation and K9 Show) city council exempts the permits.
- The ability to allow the City Engineer to add, modify, or remove areas is needed. An example of a zone that should be removed would be the “Holiday Permits “ in the area of the Galleria, which no longer creates spillover parking in the adjacent neighborhood. The continuance of this permit creates an inconvenience for the residents and an unnecessary task with expenses for supplies for staff.
- Larger permit areas instead of multiple permits in the same area. Example V and V2 permits.
- I currently have one unit with an ALPR, which would be insufficient equipment to move to all virtual permits. However, it would allow for the enforcement of timed areas within a zone. An example of this would be allowing one hour unpermitted parking in the area of the high school for school business.
- Current RBMC allows for each applicant to receive a permit for each vehicle registered at the address within the zone. I would recommend establishing a defined limit on this.

☐ § 3-7.1704 Issuance of permits.

- (a) Permits. The Police Department shall issue permits, in a form to be determined by the Police Department and consistent with the provisions of this article, for preferential parking to qualified applicants who have completed an application form supplied by the Police Department. Applicants for such permits shall present such proof as may be required by the Police Department of residence adjacent to the area designated as a preferential parking zone. **Each qualified applicant shall be entitled to a permit for each noncommercial vehicle registered to their residence.**

- I also would change the term “Visitor Permit” to “Transferable Permit”. Visitor permit causes confusion with the residents, who often think they can apply for this permit without showing any documentation.

- (c) **Visitor permit.** Any resident eligible for a preferential parking permit may also apply to the Police Department for a visitor preferential parking permit for the use of visitors to the home of the applicant. Such permits shall be in the form of a plastic or laminated card. No more than two visitor preferential parking permits shall be issued for any one dwelling.