CITY OF REDONDO BEACH PUBLIC SAFETY COMMISSION AGENDA Monday, May 19, 2025

415 DIAMOND STREET, REDONDO BEACH

CITY COUNCIL CHAMBER

REGULAR MEETING OF THE PUBLIC SAFETY COMMISSION - 7:00PM

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

Public Safety Commission meetings are broadcast live through Spectrum Cable, Channel 8, and Frontier Communications, Channel 41. Live streams and indexed archives of meetings are available via internet. Visit the City's office website at www.Redondo.org/rbtv.

TO WATCH MEETING LIVE ON CITY'S WEBSITE: https://redondo.legistar.com/Calendar.aspx *Click "In Progress" hyperlink under Video section of meeting

TO WATCH MEETING LIVE ON YOUTUBE: https://www.youtube.com/c/CityofRedondoBeachIT

TO JOIN ZOOM MEETING (FOR PUBLIC COMMENT ONLY):

Register in advance for this meeting:

Kyle.Lofstrom@redondo.org

After registering, you will receive a confirmation email containing information about joining the meeting.

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

eCOMMENT: COMMENTS MAY BE ENTERED DIRECTLY ON WEBSITE AGENDA PAGE: https://redondo.granicusideas.com/meetings

1) Public comments can be entered before and during the meeting.

2) Select a SPECIFIC AGENDA ITEM to enter your comment;

3) Public will be prompted to Sign-Up to create a free personal account (one-time) and then comments may be added to each Agenda item of interest.

4) Public comments entered into eComment (up to 2200 characters; equal to approximately 3 minutes of oral comments) will become part of the official meeting record.

EMAIL: TO PARTICIPATE BY WRITTEN COMMUNICATION WITH ATTACHED DOCUMENTS BEFORE 3PM DAY OF MEETING:

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

REGULAR MEETING OF THE PUBLIC SAFETY COMMISSION - 7:00PM

- 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 ITEMS

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. AFFIDAVIT OF POSTING
- F.2. <u>APPROVAL OF MINUTES: APRIL 21, 2025</u>
- 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. For eComments and Emails Received from the Public

I. ITEMS CONTINUED FROM PREVIOUS AGENDAS

- I.1. <u>DISCUSSION REGARDING REQUESTING CITY MANAGER/CITY STAFF TO</u> <u>PRESENT INFORMATION ON ITEMS IN 24/25 FISCAL YEAR BUDGET THAT</u> <u>PERTAIN TO PUBLIC SAFETY</u>
- I.2. DISCUSSION REGARDING LIST OF TOPICS PROVIDED BY COUNCILMEMBER NILS NEHRENHEIM DURING NOVEMBER REGULAR MEETING
- I.3. <u>DISCUSSION AND POSSIBLE ACTION REGARDING ADVISORY MEMO TO CITY</u> COUNCIL REGARDING TRUCK ROUTE MATTER WITH THE CITY OF TORRANCE
- I.4. DISCUSSION AND POSSIBLE ADVISORY ACTION REGARDING REDONDO BEACH MUNICIPAL CODE 5-1.200, CONCERNING LICENSING OF DOGS
- J. ITEMS FOR DISCUSSION PRIOR TO ACTION

- J.1. DISCUSSION OF RECENT EVENTS IN THE CITY PROSECUTOR'S OFFICE
- J.2. DISCUSSION OF CRIME RECAP/COMMUNITY POLICING/VOLUNTEERS
- J.3. <u>DISCUSSION OF RECENT UPDATES ON ENHANCED RESPONSE TO</u> <u>HOMELESSNESS</u>
- J.4. DISCUSSION ON JUVENILE DELINQUENCY

K. COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS

K.1. PENDING ITEMS APPROVED BY COMMISSION

L. ADJOURNMENT

The next meeting of the Redondo Beach Public Safety Commission will be a regular meeting to be held at 7:00p.m. on June 16th, 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.



E.1., File # PS25-0732

Meeting Date: 5/19/2025

TITLE BLUE FOLDER ITEMS



F.1., File # PS25-0733

Meeting Date: 5/19/2025

TITLE AFFIDAVIT OF POSTING

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In compliance with the Brown Act, the following materials have been posted at the locations indicated below.

Legislative Body	Public Safety Commission	
Posting Type	Regular Meeting Agenda	
Posting Locations 90277	415 Diamond Street, Redondo Beach, CA	
	 City Council Chambers 	
Meeting Date & Time	May 19 th , 2025 7:00 p.m.	

As Public Safety Commission Liaison of the City of Redondo Beach, I declare, under penalty of perjury, the document noted above was posted at the date displayed below.

Kyle Lofstrom, Police Officer

Date: Thursday, May 15th, 2025



F.2., File # PS25-0734

Meeting Date: 5/19/2025

<u>TITLE</u>

APPROVAL OF MINUTES: APRIL 21, 2025



Minutes – Special Meeting Public Safety Commission Monday, April 21, 2025

REGULAR MEETING OF THE PUBLIC SAFETY COMMISSION - 7:00 P.M.

A. CALL MEETING TO ORDER

A Regular Meeting of the Redondo Beach City Public Safety Commission was called to order at 7:00 p.m. by Chair Carmichael in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California.

B. ROLL CALL

Commissioners Present:	Chair Carmichael, Blair, Gaul, Klainbaum, Wodnicki, Escontrias
Commissioners Absent:	Skiba
Officials Present:	Kyle Lofstrom, Police Officer/Public Safety Liaison

C. SALUTE TO THE FLAG

Chair Carmichael led in the Salute to the Flag.

- D. APPROVE ORDER OF THE AGENDA No motion to approve the order of agenda was made.
- E. BLUE FOLDER ITEMS ADDITIONAL BACK UP MATERIALS None
- E.1. BLUE FOLDER ITEMS None
- F. CONSENT CALENDAR
- F.1. AFFIDAVIT OF POSTING
- F.2. APPROVAL OF MINUTES: MARCH 17, 2025

Motion by Chair Carmichael, seconded by Commissioner Blair, to approve the Consent Calendar as presented.

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

G. EXCLUDED CONSENT CALENDAR ITEMS - None

H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

H.1. For eComments and Emails Received from the Public

Officer Lofstrom confirmed no e-Comments and no one on Zoom.

Commissioner Escontrias stated public comment can be received by any transmission ie. Phone, video, letters, etc.; mentioned a letter was received at the last commission meeting but not read.

Chair Carmichael clarified that it just needs to be received, not read.

Officer Lofstrom reported it was received after the meeting and was attached to the previous meeting's agenda, under the item, if he wanted to review it.

Commissioner Escontrias argued it should have been read.

Chair Carmichael stated Item K (Commission member items and future commission agenda topics) is where he has the opportunity to bring this topic up.

There being no other public comments, Chair Carmichael closed this section of the meeting.

I. ITEMS CONTINUED FROM PREVIOUS AGENDAS

I.1. DISCUSSION REGARDING REQUESTING CITY MANAGER/CITY STAFF TO PRESENT INFORMATION ON ITEMS IN 24/25 FISCAL YEAR BUDGET THAT PERTAIN TO PUBLIC SAFETY

Chair Carmichael reported that the Police Chief did a presentation to City Council on the 2024-25 FY Budget on April 15th on e-Bikes; noted the Administrative Report is located herein so that satisfies this item.

Officer Lofstrom noted it is under J.7.

Commissioner Wodnicki was curious what the Office of Traffic Safety Grant funds go towards besides the Bicycle Rodeo Safety Training Course.

Officer Lofstrom replied that it also funds traffic safety initiatives such as "Click it or Ticket", DUI checkpoints, South Bay task force, DUI task force, bike/ped specific enforcement, PCF enforcement and others related to traffic safety.

Officer Lofstrom confirmed there were no eComments or anyone on Zoom.

I.2. DISCUSSION REGARDING LIST OF TOPICS PROVIDED BY COUNCILMEMBER NILS NEHRENHEIM DURING NOVEMBER REGULAR MEETING

Motion by Chair Carmichael, seconded by Commissioner Gaul, to continue this item to next month due to the load of tonight's agenda and there is a guest speaker.

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

I.3. DISCUSSION AND POSSIBLE ACTION REGARDING ADVISORY MEMO TO CITY COUNCIL REGARDING TRUCK ROUTE MATTER WITH THE CITY OF TORRANCE

Motion by Chair Carmichael, seconded by Commissioner Gaul, to continue this item until the Commission can have City staff come to speak and provide an update on the matter.

Officer Lofstrom confirmed there were no eComments or anyone on Zoom.

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

J. ITEMS FOR DISCUSSION PRIOR TO ACTION

J.1. UPDATE FROM HOMELESS NAVIGATOR LILA OMURA

Homeless Navigator Lila Omura noted she was not given topic items to present tonight so she put together her placement numbers if the Commission was interested in those; disclosed they are only her numbers and not those of any other service providers such as CityNet or Harbor Interfaith; explained that she bulked them into categories by year starting with 2022 until March 2025

- Permanent Supportive Housing Permanent/Supportive housing
 - Project based housing with case managers and wrap around support services
 - o **2022 16**
 - o **2023 5**
 - o **2024 16**
 - March 2025 1
- Permanent Housing can be a voucher (Section 8 Voucher)
 - o **2022 8**
 - o **2023 9**
 - 2024 4
 - March 2025 4
- Pallet Shelter works with other cities so they are included in these numbers

- o **2022 18**
- o **2023 10**
- o **2024 20**
- March 2025 2
- Bridge Housing Units single rooms that the City rents out
 - 2022 5
 - o **2023 14**
 - o **2024 8**
 - March 2025 3
- Shared Housing collaboration with SBCCOG started in 2023
 - 2023 3
 - 2024 7
 - March 2025 2
- Re-unification working with the individual's family or friends (optimal)
 - o **2022 14**
 - o **2023 21**
 - 2024 10
 - March 2025 4
- Interim Housing not from Redondo Beach (can not stay in the Pallet)
 - 2022 32
 - o **2023 31**
 - o **2024 23**
 - o March 2025 10
- Emergency Shelter
 - o 2022 30
 - o **2023 29**
 - o **2024 22**
 - March 2025 0
- Family Emergency Placement minors are involved along with parent(s)
 - 2022 1
 - **2023 3**
 - 2024 7
 - o March 2025 4
- Situations that involve Police, Fire, Department of Mental Health clinician (individuals that are a danger to themselves and others/ 5150 hold)
 - o **2022 6**
 - o **2023 2**
 - 2024 14
 - March 2025 2
- Higher level of care disability or severe mental health, work closely with local hospital's emergency rooms.
 - o 2022 13
 - 2023 2
 - 2024 4
 - March 2025 2
- Detox or Residential Rehab

- o **2022 8**
- o **2023 14**
- o **2024 4**
- March 2025 1
- Missing persons
 - 2022 − 3
 - **2023 2**
 - 2024 2
 - o March 2025 1
- Night situations placement into motels
 - 2022 8
 - o **2023 8**
 - o **2024 12**
 - o March 2025 1
- Safe parking person does not want to go to a shelter and prefer their car
 - 2022 0
 - o **2023 1**
 - o **2024 8**
 - March 2025 0
- Family prevention explained, in 2022, there was a family in Redondo that was 4 months in arrears and were able to assist the family and arrange a roommate to pay rent.
- Safe houses domestic violence, LGBTQ, sex trafficking victims
 - 2022 − 1
 - 2023 1
 - **2024 2**
 - o March 2025 0

Chair Carmichael explained that the Commissioners did not have a good understanding of the entire scope of her job and that is why she was asked to come and speak; stated the purpose was not to "look over her shoulder" but to educate them on everything she is involved with and it was helpful to see where the numbers come from; asked Lila how she holds up in all this sadness.

Ms. Omura responded that there are rough nights but that she feels this is God's purpose for her so she does not see it as a job; explained how she gets to witness people's lives transformed, families reunited, and the goal is not to have anyone feel like they are alone; mentioned that a lot of times she has to build trust with people and each case is different.

Commissioner Escontrias referred to the different agencies Ms. Omura works with and asked how many are contracted with the City.

Chair Carmichael stated that is out of scope since Ms. Omura does not negotiate contracts for the City.

Ms. Omura stated she works closely with the City's Police and Fire departments.

Officer Lofstrom interrupted and stated he was given direction by City staff leadership that an inquisition of this nature will not be allowed to occur.

Debate over whether the inquisition should be allowed to continue occurred between Officer Lofstrom and Commissioner Escontrias.

Chair Carmichael used his gavel to bring decorum back to order.

More discussion followed on what type of questioning was appropriate.

Commissioner Klainbaum asked how referrals are given to her by the public that needs assistance.

Ms. Omura stated most of her referrals come from the Police Department, other homeless individuals she has assisted, and several from the Library.

Commissioner Klainbaum stated he is asking because he feels not many people that need help might not be aware of her existence.

Ms. Omura noted that when the Police do their outreach at night, when she is not working, they have a card with her information on it, they can provide to those in need.

Commissioner Blair referenced a big change in numbers for the Re-unification category and wondered why.

Ms. Omura stated that it is her first avenue to help people so that is a category that may have higher numbers; explained that she tries not to bring up family in case that is a bad trigger and waits for them to mention the family, which is when she tries to reconnect them.

Commissioner Blair mentioned she has witnessed what Ms. Omura, and the Police do for people on the street and expressed her appreciation.

Commissioner Gaul stated he has three questions for her; he asked, prior to her arrival as the Homeless Navigator, if she had the number of people that were able to get off the streets and secure month-to-month rentals and able to get part-time or full-time employment?

Ms. Omura stated she could probably get those numbers for him; explained a path he could go through to get some of the numbers he is asking for; stated if she had her wish there would be permanent supportive housing everywhere.

Commissioner Gaul referenced Linda Cabibbo coming to their meeting a couple of

years ago and spoke of a person carrying a weapon into St. James and wanting police presence at the location; asked if her team along with the three churches are satisfied with the level of security that they have for their volunteers at this time?

Ms. Omura stated she can't really speak on that, and the churches could provide a better answer.

Commissioner Gaul spoke about itemizing expenses and tracking stuff; mentioned there is a side to the City that questions the purpose of needing her since they are at functional zero, how to calculate cost versus benefit, how would Lila feel about not working for the City Attorney's office; asked what she needs to be successful to further improve the outcomes and what more can the City and public do to help.

Ms. Omura opined what they are doing now has been working; stated being in the City Attorney's office has been a huge benefit; explained that in 2017, when she was working for Harbor Interfaith, they had to find housing for someone and that process triggered the making of the Homeless Court and her position as a Homeless Navigator; stated how available the City Attorney's office is to help in the matters.

Commissioner Gaul asked about the DMV support to get the unhoused fastracked.

Ms. Omura answered positively; stated with the Homeless Court flyer they are able to go straight to the front of the line once a month and there is no limit on how many people she can bring in.

Commissioner Gaul mentioned discussions he has had with others including former City Attorney Webb regarding assisting the unhoused with their credit ratings; he asked Ms. Omura if she has had any success with the credit bureau situation for the unhoused.

Ms. Omura responded that she had not heard anything about it but it would be huge if there was a way to help the homeless with that.

Commissioner Wodnicki asked how the homeless numbers compare to neighboring cities.

Ms. Omura stated she does not know; she is only focused on Redondo Beach.

Commissioner Wodnicki asked how many does Ms. Omura see relapse.

Ms. Omura stated that Redondo Beach allows her to handle retention and can follow up with people and make sure they are doing well for about a year; emphasizing she works really hard to avoid people slipping back into homelessness.

Commissioner Escontrias told Ms. Omura her work is highly regarded.

Nancy Skiba (via Zoom) spoke about how much she values Lila Omura and how much she is appreciated for what she does; asked if Ms. Omura could give an update on what is happening at Moonstone.

She was reminded that due to calling in from Zoom she is not speaking as a commissioner but as a member of the public.

Nancy Skiba asked Commissioner Wodnicki to follow up on the question regarding Moonstone.

Commissioner Wodnicki asked Ms. Omura for an update on Moonstone.

Chair Carmichael stated that it is not within her scope and they can reach out to the project manager for Moonstone for a presentation and update.

Commissioner Klainbaum asked Ms. Omura if her organization distinguishes between long term homeless and transient.

Ms. Omura said they do not care whether it is one day or long term, they try to help.

Chair Carmichael stated normally the Fire Department gives an update, but they are short staffed at this time.

Officer Lofstrom stated they will be back in June.

J.2. DISCUSSION OF CRIME RECAP/COMMUNITY POLICING/VOLUNTEERS

Officer Lofstrom announced BeachLife is coming up and it will involve a lot of safety planning from the police and fire departments; stated April is Distracted Driver Awareness Month and they are really focusing on enforcement; mentioned the Office of Traffic Safety funding provides additional enforcement; recapped the Community Policing Report mentioning they were invited to do a safety walk at St. Andrews, called Mom Collective, held their Bicycle Rodeo (also funded by the OTS), and participated at the Tulita Western Night; stated that the Redondo Beach PD had a team for the Baker to Vegas competition and had the department's best finish in history at 3rd Place in their division; mentioned attending the Redondo Beach Eggstravagana at Franklin Park; noted another graduate from the Orange County Sheriff's Academy participating in their memorial run on the 23rd; announced the City's birthday celebration will be at the museum at Dominguez Park on the 26th of April and the Harlem Wizard's game for the Parras PTA fundraiser on the 27th; mentioned the PD will be teaching run, hide, fight at a local North Redondo Beach business, attend Tulita Heroes Day, and the Law Enforcement Torch Run on June 2nd; stated the Volunteers and Policing Report is up to 959 hours as of April 1st.

Commissioner Wodnicki noticed more theft of the front and rear license plates and

wondered if the Police Department had noticed this and what can be done.

Officer Lofstrom stated things like that come in waves; mentioned most of the time people do that to cold plate other vehicles to commit crimes and if the victim files a report, it will be on a statewide CHP form so it can be picked up on any license plate reader system.

Commissioner Wodnicki asked if there is another way to receive the crime recap so there is an easier way for the Commission to see trends.

Officer Lofstrom asked her to clarify what she is asking for.

Commissioner Escontrias (asked by Commissioner Wodnicki) mentioned maybe Officer Lofstrom could go to his CAD unit and be able to look at maps they put out; described why he thinks that may be easier to read.

Chair Carmichael suggested Commissioner Wodnicki make a motion under Member Items and Future Commission Agenda Topics.

More discussion followed on what the Commission is looking for in a police crime recap.

Commissioner Gaul asked if there was a Data Analyst in the police department that might be able to create a report for them.

Officer Lofstrom mentioned there is a whole crime portal portion on the Redondo website that offers a number of different methods for viewing.

More discussion followed on the scope of what the website provides and possible reports that could be supplied to the Commission.

Officer Lofstrom confirmed that there were no eComments and no one on Zoom.

J.3. DISCUSSION OF RECENT UPDATES ON ENHANCED RESPONSE TO HOMELESSNESS

Chair Carmichael noted they had Homeless Navigator Lila Omura earlier in the meeting; stated he uploaded the dashboard for February and has the monthly attachment number three; recalled providing an excel spreadsheet last week but it did not convert to PDF and now has a PDF version of it for viewing by the Commissioners, mentioned most of the housing is funded by the housing successor, a statewide program that was pushed down to the cities.

Chair Carmichael invited public comment.

Officer Lofstrom reported no one online and no eComments.

J.4. DISCUSSION ON COMMISSION SUBCOMMITTEE APPOINTMENTS/UPDATES

Commissioner Wodnicki stated she and Commissioner Escontrias met and came up with three documents; stated one document provides guidelines and information for how to acknowledge a volunteer in the community which has five different categories: 1) giving a generous donation, 2) volunteer service, 3) exceptional acts of compassion, 4) outstanding organizational support or leadership, and 5) city personnel demonstrating exemplary service and heroic dedication; created an application form, if approved, would like for it to go on the City's website; and a subcommittee review form was created which is how they review nominations and decide whether they will be acknowledged or not; asked the Commissioners for their feedback and approval.

Chair Carmichael stated sunrise and sunset dates are needed for the subcommittee.

More discussion followed regarding setting a sunset date.

Chair Carmichael explained they can vote to have the subcommittee in the next session, but no subcommittee can be recurring year-over-year, it has to end this year and then be voted on to occur the next year and it has to have a sunset date where it ends that year and that cycle repeats.

Discussion regarding the language needed to form the subcommittee occurred, the sunset timeframe of the subcommittee and how nominations are submitted.

Commissioner Escontrias gave his opinion on the creation of the subcommittee; stated he felt it was formed to investigate, create and to establish acknowledgement protocol; explained once that is established that subcommittee is abolished and then a subcommittee is created to run the program with a sunrise and sunset date; suggested term dates such as when a new Chair is elected but is open to other ideas for that; stated he would like the ability to recognize people that have really made a contribution quickly and not have to go through a long process just to acknowledge the efforts.

More discussion ensued.

Commissioner Blair asked about the terminology around the volunteer benefits, specifically the use of "sweat" equity and how it saves the City of Redondo Beach lots of money; opined it feels odd.

Commissioner Wodnicki stated the exact language was taken from the Parks and Rec Volunteer Acknowledgement Program and is commission approved language.

More discussion followed on modifying the language to be tailored towards the

Public Safety Commission and their type of volunteer participation; noting the volunteers like to be discreet in their acknowledgment.

Commissioner Gaul pointed out that he likes the mission of it, and it doesn't need to be oversold; everyone on the Commission seemed to agree to that statement.

Commissioner Blair stated in the past there was some concern over recognizing people that were paid to do the work they were being recognized for and that was an issue in the Recreation and Parks; wanted to know where to draw the line in the Public Safety realm and used donating as an example, questioning why that would need to be recognized further.

Commissioner Escontrias spoke about the different levels of recognition; mentioned it could be a case-by-case situation and gave examples.

More discussion ensued regarding appropriate scenarios, unionized employees, and "sticky" situations, how individuals or groups are nominated, the review process, and outreach regarding the program.

Motion by Chair Carmichael to have the Commissioners wordsmith the subcommittee language and send the edits to Officer Lofstrom to send out to all the Commissioners via BCC email and for each person to vote in the May meeting.

Commissioner Escontrias amended it to allow each individual Commissioner to review, give suggestions, and return with those suggestions for a discussion.

Commissioner Klainbaum stated he does not want to vote on something he hasn't seen.

Commissioner Wodnicki previously pointed out it was sent out two weeks ago; Chair Carmichael mentioned he was told they did not have it yet and apologized; it was acknowledged that no one had reviewed it prior to tonight's meeting.

Original motion died for a lack of a second.

Motion by Chair Carmichael, seconded by Commissioner Klainbaum, for the Commissioners to send their wordsmith changes to Officer Lofstrom and have Officer Lofstrom consolidate them and send them out to all the Commissioners for review and add it to the agenda in May as a discussion and possible action on the final product.

The motion carried 6-0, per the following roll call vote:

AYES:Escontrias, Klainbaum, Blair, Gaul, Wodnicki , Chair CarmichaelNOES:NoneABSENT:None

ABSTAIN: None

Officer Lofstrom reported no one online and no eComments.

J.5. DISCUSSION AND POSSIBLE ADVISORY ACTION REGARDING REDONDO BEACH MUNICIPAL CODE 5-1.200, CONCERNING LICENSING OF DOGS

Commissioner Escontrias noted that currently the 5-1 series of the Sanitation and Health Ordinance dictates the licensing of dogs within the City; hoped to propose, in addition to the rabies vaccination, a microchip also be a prerequisite for a dog license; spoke of the reasons including the ability to return a lost dog to the owner more quickly; explained the cost and time when dogs are not microchipped; referenced 5-1.109 which requires all dogs have a license on their collar but in reality most dogs do not have them on their collars; explained how dogs are microchipped and who can administer it; stated that some dogs that are found are not given back or turned over to animal control; stated, according to the American Kennel Club, a dog is 300% more likely to be returned if microchipped; spoke of microchip being less traumatic than tattooing a dog; stated the cost is anywhere from \$25 to \$75 per microchip and mentioned there are about 5 agencies that will register the dog for free; spoke of devices to track microchipped dogs; stated that Friends of the Redondo Beach Dog Park on two occasions provided about 50 to 100 free microchips; suggested that the requirement be put into action when a dog is up for renewal of their license; spoke about shelters being filled with dogs and not being able to re-unite owners and dogs during disasters; mentioned pilot programs that are currently being run; noted the low numbers of dogs licensed in Redondo Beach.

Commissioner Klainbaum asked Commissioner Escontrias to clarify what he is proposing; stated the current municipal code requires dogs that live in Redondo Beach to be licensed by their owners and asked if he wanted that code amended to include the dog be microchipped.

Commissioner Escontrias stated yes; referenced code 5-1.204 which is a vaccination prerequisite to issuance of dog license and stated this can be a second prerequisite for that.

Discussion ensued regarding the prerequisites to owning a dog and fines involved if codes are not followed.

Commissioner Escontrias pointed out that there is an exemption on microchipping if there is a medical issue in chipping the pet.

Commissioner Klainbaum wanted to state that it is his own opinion that government goes too far in requirements to having a pet; commented that he does not understand how the statistics given by Commissioner Escontrias between licensed dogs and unlicensed dogs in the City is relevant to the requirement of microchipping dogs.

Commissioner Escontrias said he was just pointing out facts and gave more information regarding the comment made.

More discussion followed regarding the ability to make people comply to these new requirements, the ability to change municipal codes, and creating more obstacles to dog ownership.

Commissioner Gaul asked if there are approved vendors.

Commissioner Escontrias said there are about six vendors available; spoke about animal control being able to provide this information to people and most are crossreferenced.

Commissioner Gaul pointed out the revenue opportunity for these vendors would be around \$300,000 to \$400,000; asked Commissioner Escontrias if he is a part of any NGO's that would be providing this service.

Commissioner Escontrias stated no, he is not; mentioned he is on the board of the Friends of the Redondo Beach Dog Park but receives no money.

Commissioner Wodnicki mentioned she had worked in Boston years ago, working at low-cost rabies and microchip clinics; stated it was a great opportunity for people to license their dogs and update vaccinations or be microchipped at a low-cost; opined it is a great idea.

More discussion followed.

Motion by Chair Carmichael, seconded by Commissioner Escontrias, for the Commission to review the proposed language amending the ordinance, and direction to Commissioner Escontrias to send the Commission the cover letter of the advisory memo the Commission will be sending to City Council in order to agree and vote on the language for the May meeting.

Commissioner Escontrias stated there is no cover letter, but the information given does give the current ordinance, a paper of the proposed ordinance, provides brief discussion and outline from the American Kennel Club and three other organizations along with frequently asked questions and answers.

Chair Carmichael stated a letter still needs to be drafted and Officer Lofstrom has a template for it.

The motion carried 6-0, per the following roll call vote:

AYES: Escontrias, Klainbaum, Blair, Gaul, Wodnicki, Chair Carmichael

NOES:	None
ABSENT:	None
ABSTAIN:	None

Officer Lofstrom reported no one online and no eComments.

Commissioner Escontrias stated it was posted on Next Door so if there is any type of community input, he wanted to note they were invited.

J.6 DISCUSSION ON ADVISORY ACTION TO CITY COUNCIL REGARDING DIRECTING CITY ATTORNEY'S OFFICE TO RETURN TO REGULAR PARTICIPATION IN PUBLIC SAFETY COMMISSION REGULAR MEETINGS

Chair Carmichael started this item with public participation; mentioned that Nancy Skiba could weigh in but there could not be open dialogue.

Commissioner Klainbaum voiced concern over the language of "directing" the City Attorney since she is an elected official; agreed it would be great if they were at the meetings.

Chair Carmichael stated that City Council can direct the City Attorney; clarified that the Commission is making the request to City Council to direct the City Attorney's office.

Commissioners Blair and Wodnicki agreed it would be good to have someone from the City Attorney's office at the Commission meetings.

Chair Carmichael noted that the City Attorney's office committed to returning in March of this year in March of 2024.

More discussion followed regarding the absence of City Attorney presence and the return of a member to the Commission meetings.

Commissioner Escontrias proposed sending newly elected City Attorney Ford an informal request inviting her or a member of her staff back to the Public Safety Commission meetings and not going through City Council; mentioning it is more like "extending an olive branch" and not having City Council direct her to show up.

Chair Carmichael stated he understands what Commissioner Escontrias is saying but it is protocol that is directing the process.

Commissioner Blair asked who invites City staff to the meetings.

Chair Carmichael stated the requests are made through the liaisons.

Motion by Commissioner Escontrias, seconded by Commissioner Klainbaum, to extend an invitation to the newly elected City Attorney that she appoints someone from her staff to attend the Public Safety Commission meetings and to be able to provide the Commission, in person, with updated pertinent information concerning the City Attorney's office.

Officer Lofstrom injected to point out that the original format had updates from the City Prosecutor's Office.

Discussion ensued regarding the substance of the information received in prior meetings when the City Prosecutor's Office attended the meetings.

The motion carried 5-1, per the following roll call vote:

AYES:	Escontrias, Klainbaum, Blair, Wodnicki, Chair Carmichael
NOES:	None
ABSENT:	None
ABSTAIN:	Gaul

Officer Lofstrom reported no one online and no eComments.

J.7. DISCUSSION AND CONSIDERATION OF THE 25/26 CITY COUNCIL STRATEGIC PLAN

Chair Carmichael explained that the City Manager asked the Commission to review the 2025-26 Strategic Plan and provide feedback on Public Safety related objectives; referenced Goal 5 as an item for discussion.

Officer Lofstrom added that the City Manager requested items and issues that the Commission would like the City Council to consider for the next strategic planning session; stated that the City Manager noted that the next strategic planning meeting is scheduled for April 29th and, if the Commission would like to provide input, the due date is the 24th.

Chair Carmichael stated they can either take this individually, put together thoughts, and send them to Officer Lofstrom to consolidate or talk about it outload and consolidate the ideas and send them.

Commissioner Gaul asked about any Olympic events being pursued in Redondo Beach.

Chair Carmichael stated that Mayor Light, at the recent combined District 3 and 5 meeting, announced no Olympic events will be held in the City but they are going to try and create "watch parties" in the City; spoke about a "tool kit" available that outlines what is needed to host a "watch party".

Motion by Chair Carmichael, seconded by Commissioner Wodnicki, for each Commissioner to send their concise thoughts on the item to Officer Lofstrom for redistribution to each of the Commissioners in a BCC by midday April 23, 2025, and for Officer Kyle to submit the consolidated list to the City Manager by the deadline of April 24, 2025.

The motion carried 6-0, per the following roll call vote:

AYES: Escontrias, Klainbaum, Blair, Gaul, Wodnicki, Chair CarmichaelNOES: NoneABSENT: NoneABSTAIN: None

Officer Lofstrom reported no one online and no eComments.

K. COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS

Commissioner Escontrias voiced his concern over the censorship of letters submitted to the Commission to be read in public forum not being read.

Commissioner Blair wanted to clarify that the letter was received after the meeting and wondered if Commissioner Escontrias was asking for the letter submitted for the last meeting's agenda to be read in this meeting.

Commissioner Escontrias attempted to speak but Chair Carmichael did not yield the floor to him; Chair Carmichael stated if he would like to make a motion, he could do that.

Commissioner Klainbaum revisited the item of juvenile delinquency in Redondo Beach; stated Commissioner Skiba recommend that he prepare something so he did and asked if he could submit it.

Officer Lofstrom stated the item is on the schedule for May and he can hand it to him after tonight's meeting.

Commissioner Blair apologized to Commissioner Escontrias if she inadvertently interrupted him; mentioned the topic of street racing and would like it agendized for May since summer is coming.

Chair Carmichael noted once they get a commitment from Chief Hoffman they can bring that topic up that evening but if she wanted it to be stand alone, they can bring it up here.

Commissioner Blair declined doing it tonight.

Commissioner Gaul referenced Lili Trujillo, founder of SRK (Street Racing Kills) and the Redondo Beach PD for their excellent reporting and the ability to head off the street racing events; noted he would not be there next month and wondered if Ms.

Trujillo could come speak in June or July and if not he would call in as a member of the public.

Motion by Commissioner Wodnicki, seconded by Commissioner Gaul, to be provided with an update on Project Moonstone by July.

Commissioner Escontrias suggested being very specific in the motion as to who she wants an update from and what information she is looking for or she may be accused of an inquisition.

Chair Carmichael injected to bring back decorum to the meeting; recommended Commissioner Escontrias read the handbook, specifically pages 17, 35 and 42; stated he is invoking those three pages at this time.

Motion carried 6-0.

Vote by Roll Call:

AYES:	Chair Carmichael, Gaul, Escontrias, Skiba,
	Wodnicki, Klainbaum
NOES:	None
ABSENT:	None
ABSTAIN:	None

Commissioner Wodnicki mentioned she would make the motion more specific in the next meeting.

Chair Carmichael stated he would send her and Commissioner Skiba the PowerPoint that provides data points and also send the contact information for the owner of Project Moonstone and the project manager.

Commissioner Wodnicki asked Officer Lofstrom regarding crime mapping if he had the charts that map trends and if it goes deeper into that.

Officer Lofstrom stated they generally update it as time goes on; asked if she is looking at it now and mentioned the bottom one shows the time span; noted it typically looks at part one since that is what the FBI looks at and explained how to navigate through the site.

Motion by Commissioner Wodnicki, seconded by Commissioner Gaul, to request the crime recap report to include the crime mapping graphs monthly in addition to the regular report given.

Commissioner Blair asked for clarification one what part one entails in the crime recap.

Officer Lofstrom pulled up the FBI's definition of part one; stated "The uniform crime reporting program provides offenses into two groups: part one and part two crimes and its summary reporting system. Part one offenses are criminal homicide, rape, robbery, aggravated assault, burglary, larceny, motor vehicle theft, human trafficking, commercial sex acts, and human trafficking involuntary servitude.

More discussion followed regarding accessibility to data.

Commissioner Blair referenced Manhattan Beach's crime report and how they list their data and asked if Redondo Beach could do something similar.

Commissioner Blair offered a friendly amendment to add information similar to Manhattan Beach and will provide a screen shot and email it to Officer Lofstrom of the information the Commission would like included in the crime recap report.

Motion by Commissioner Wodnicki, seconded by Commissioner Blair, for her original motion to include the friendly amendment mentioned to add information similar to Manhattan Beach and the example will be emailed over by Commissioner Blair to Officer Lofstrom.

Motion carried 6-0 by voice vote.

K.1. PENDING ITEMS APPROVED BY COMMISSION

L. ADJOURNMENT

Motion by Commissioner Gaul, seconded by Commissioner Blair, and approved by voice vote, to adjourn the meeting at 9:37 p.m. on Monday, April 21, 2025 in honor of Military Children Well -Being Month and Military Child "Spirit Week" from April $15^{th} - 19^{th}$.

Motion carried 6-0.

The next meeting of the Redondo Beach Public Safety Commission will be a regular meeting to be held at 7:00 P.M. on May 19, 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:

Joseph Hoffman Police Chief



H.1., File # PS25-0735

Meeting Date: 5/19/2025

<u>TITLE</u>

For eComments and Emails Received from the Public

From: Mark Nelson (Home Gmail) **Sent:** Tuesday, May 6, 2025 10:24 PM To: CityClerk <<u>CityClerk@redondo.org</u>> 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

From: Mark Nelson (Home Gmail) Sent: Wednesday, April 30, 2025 4:26 PM To: CityClerk <<u>CityClerk@redondo.org</u>> Subject: Fwd: Public Comment - Non Agenda Items - PWSC Meeting 4/28/25

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

Public Comment RB Public Safety Commission next meeting

Mark Nelson, Redondo Beach

I have a public comment on a set of BCHD demolition and construction issues that will be coming to RBPW and likely this commission.

In a scant 18 months, BCHD plans to begin demo on the hospital despite a 20-point rejection of funding by its voter-owners on Measure BC. Quite the snub of the will of the voters.

From late 2026 through 2027, BCHD contractor activity will create traffic, noise, particulates, vibration, and required disposal of toxics - asbestos, industrial power plant waste, medical biohazard, medical nuclear waste, buried fuel tanks, and contaminated soil. During its 400-foot long, \$2M bike lane project (yes, \$5K a FOOT - that would make your home sidewalk \$200,000), BCHD queued heavy trucks on Diamond and the Prospect frontage roads from 400 to 600 due to a lack of advance planning and no oversight. That cannot be allowed again from 2026 through early 2028.

BCHD is also proposing 200 units of senior housing on the site. Like the unnecessary hospital demo, that will damage health, safety, and quality of life for surrounding neighborhoods. However, this time the damage will be for 5 to 10 years into the 2030s. All the same issues will occur again, on a much larger scale with toxic soil removal, footings, pile drivers, hundreds of construction workers needing parking, and queuing of inbound and outbound construction traffic.

No one expected that even BCHD could take nearly a year to do a 400-foot long bike path, nor could we have ever imagined they could plug up surrounding streets with idling diesel trucks. Now that we have direct experience, we cannot allow BCHD to destroy the health and quality of life for a year and a half with a demo project and 5 to 10 years with a construction project.

I urge the Commission and Public Works to intervene early and seek the input of the surrounding onehalf mile of neighbors that have already lost \$125M in property value due to their proximity to BCHD prior to approving any permits or traffic plans for BCHD.

Thank you.



I.1., File # PS25-0736

Meeting Date: 5/19/2025

<u>TITLE</u>

DISCUSSION REGARDING REQUESTING CITY MANAGER/CITY STAFF TO PRESENT INFORMATION ON ITEMS IN 24/25 FISCAL YEAR BUDGET THAT PERTAIN TO PUBLIC SAFETY



I.2., File # PS25-0737

Meeting Date: 5/19/2025

<u>TITLE</u>

DISCUSSION REGARDING LIST OF TOPICS PROVIDED BY COUNCILMEMBER NILS NEHRENHEIM DURING NOVEMBER REGULAR MEETING

TO: Public Safety Commissioners

FROM: Austin Carmichael, PSC Chair

DATE: March 17, 2025

RE: Agenda Item I2: List of Items for PSC Consideration from Councilman Nehrenheim

- 1. DISCUSSION RE: CITY GATE COUNTY FIRE STUDY (Q'S AND FOLLOW UP RE: HR COSTS MAY 2023 MOTION REGARDING FIRE STATION REVIEW; SHIFT LEVELS, ETC; 911 SYSTEM STUDY)
- 2. DISCUSSION RE: EMERGENCY COORDINATOR IN THE FIRE DEPARTMENT (STILL UNFILLED) VIEWED AS A LIAISON POSITION TO THE PSC UPDATE (CITY MANAGER, HR DIRECTOR)
- 3. DISCUSSION RE: PROJECT MOONSTONE POLICE CALLS & OFFICER INCIDENTS
- 4. DISCUSSION RE: MEASURE FP REVIEW
- 5. DISCUSSION RE: MESSINA AVENUE H BLOCKING OFF RE: SEASIDE LIGHTS (MASSIVE PARKING AND ACCESS ISSUES; EMERGENCY ACCESS LANE PLANNING AND TIMELINE STATUS UPDATE FROM CHIEF HOFFMAN)



I.3., File # PS25-0738

Meeting Date: 5/19/2025

<u>TITLE</u>

DISCUSSION AND POSSIBLE ACTION REGARDING ADVISORY MEMO TO CITY COUNCIL REGARDING TRUCK ROUTE MATTER WITH THE CITY OF TORRANCE



Date: January 23, 2024

To: PUBLIC SAFETY COMMISSION

From: PUBLIC WORKS AND POLICE DEPARTMENTS

TITLE

DISCUSSION OF TRUCK ROUTES AND TRAFFIC CALMING/SAFETY MEASURES AROUND PROSPECT AVENUE AND PALOS VERDES BOULEVARD

SUMMARY

The City frequently receives complaints from residents regarding truck traffic on streets not designated as Redondo Beach truck routes. Frequently, trucks end up on City streets not designated as truck routes due to incomplete routing in other cities as these routes intersect City boundaries. Truck routes were discussed between Redondo and Torrance staff, and truck routes were also discussed at the March 2024 meeting of the Public Works & Sustainability Commission (PWSC). This agenda item serves to inform the Public Safety Commission (PSC) of these truck route issues and staff's actions after the PWSC meeting. The staff report for the March 2024 PWSC meeting can be found in **Attachment 1**.

Staff also receives traffic safety/calming requests for both the Prospect Avenue and Palos Verdes Boulevard (PVB) corridors, which are discussed below. Staff would like to note that the traffic safety and truck route issues are separate and require different solutions. While one issue could affect the other, a non-truck route street could experience safety issues, while a truck route street could experience positive safety outcomes.

A third topic area, bicycle lanes on PVB between PCH and Irena, will be discussed at the PWSC on January 27, 2025. At this time, the City is striping Class II bicycle lanes on PVB between Irena and the eastern City border and studying the extension of those bicycle lanes along PVB to PCH per City Council's direction.

BACKGROUND

Truck Routes

As mentioned, **Attachment 1** documents the truck route issue discussed at the PWSC meeting. The PWSC recommended staff to install additional truck route signs where legally and technically feasible. Staff has installed (2) truck prohibition signs on northbound PVB just past PCH, (1) truck prohibition sign on northbound Prospect just past PCH, and (1) regulatory left-right arrow truck route direction sign on northbound PVB before PCH, which required City of Torrance approval. The truck route regulatory arrow sign serves to warn truck drivers on PVB to turn onto PCH, which is a truck route.

Traffic Calming/Safety Countermeasure Process

Public Works Engineering staff frequently receives requests to improve traffic safety and implement traffic calming measures throughout the City. The City's website offers a variety of methods to contact City staff, as well as typical traffic calming/safety measures. These measures can be found at the website link below:

https://redondo.org/departments/public_works/engineering_services/traffic_engineering/ resources.php

Traditionally, improving traffic safety depends on "The Three E's", which are Engineering, Enforcement, and Education. While street design (Engineering) is considered the foundation of building positive traffic safety outcomes, Enforcement and Education also play important roles in encouraging good behaviors on the transportation system. More recently, State and Federal approaches have shifted to embrace the Safe Systems Approach, a holistic strategy for road safety the prioritizes preventing deaths and serious injuries. The approach acknowledges that human mistakes are inevitable, focuses on designing a transportation system with multiple layers of protection, and ensuring that when mistakes (collisions) occur, the severity of such mistakes is minimized. This approach is similar to Vision Zero. The Safe Systems Approach encourages safer behaviors (education), safer street design (engineering), safer vehicle technology, safer speeds through design (engineering), and post-crash care (first responders). More information can be found here:

https://www.transportation.gov/safe-system-approach

At the local level, when residents approach the City with traffic safety/calming concerns, City staff typically analyzes existing conditions, collects traffic data, and proposes countermeasures. Depending on the countermeasure, this may require Council funding, Commission discussions, Council approval, a larger study, and/or following an established policy. For example, the City Council adopted a policy for considering and installing speed cushions/humps. Countermeasures are subject to technical feasibility, specific roadway characteristics, legal designations, and approvals.

Specific to the Prospect and PVB corridors near the Prospect/PVB intersection, both streets are designated as Secondary Arterials in the City's Circulation Element. While many traffic calming devices are usually best suited for low volume residential streets, the following list shows potential traffic safety countermeasures that could be feasible, subject to further study/approval:

- Roundabout at PVB/Prospect Intersection
 - Reduces conflicts, improves safety for all users, low cost/maintenance, works without electricity, aesthetically pleasing
 - Multi-lane roundabout not feasible: ROW acquisition and multi-lane complexity
 - Single-lane roundabout requires both streets to be one lane in each direction

- Lane Reduction(s) on Either Street
 - Reduces excessive speeds and conflict points
 - Requires funded comprehensive corridor study. Requires community support and City Council approval. Volumes may be too high to be feasible, could divert traffic onto other streets.
 - PVB lane reduction requires cooperation with Torrance
- Curb extensions at PVB/Prospect
 - Slows right-turns, reduces crosswalk exposure to traffic
 - Reduces crosswalk signal countdown times that delay drivers
 - May be required to fit future signal replacements and new crosswalk ramp standards
 - Prevents drivers from bypassing through traffic to turn right on red under specific conditions
- Speed Tables
 - Arterial speed tables were implemented in City of LA with good speed and safety outcomes.
 - Could be feasible for speed reduction when lane reductions are not feasible.
 - Requires RBFD approval, as well as City Council. Must consider emergency response times.

Staff are not recommending any particular countermeasure at this time but are offering potential solutions that could be technically feasible. These potential countermeasures are subject to Council support and funding for study and construction.

COORDINATION

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

PREPARED BY:

Ryan Liu, Transportation Engineer

ATTACHMENTS

1 – March 2024 PWSC Administrative Report and Attachments



To:

Administrative Report

J.1., File # PWS25-0098

Meeting Date: 1/27/2025

PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: Department of Public Works

TITLE DISCUSSION OF BICYCLE LANE FEASIBILITY ON PALOS VERDES BOULEVARD

EXECUTIVE SUMMARY

Per City Council direction at the December 3, 2024 City Council meeting, staff is bringing forward a parking utilization and feasibility analysis to convert the on-street parking lanes on Palos Verdes Boulevard (PVB) to be protected bike lanes (Class IV). This analysis only applies to the segment of PVB between Pacific Coast Highway (PCH) and S Irena Avenue. At this time, the City has approved and will install striped bike lanes (Class II) between Irena and the eastern City boundary with City of Torrance, east of Prospect. Parking data and staff's feasibility analysis indicate that the space currently used as street parking could be utilized as protected bicycle lanes with relatively low impact to parking demand. Notice of this meeting was provided to addresses within 200 feet of the PVB corridor between PCH and Prospect. Noticing was also sent to the District 1 Councilmember. Staff is seeking input on this matter from the public and a recommendation from the PWSC on the feasibility of installing the Class IV bike lanes on PVB to provide to City Council.

ANALYSIS

Over the past several years, the City has been working to implement its portion of the adopted South Bay Bicycle Master Plan (SBBMP), a regional plan to improve traffic safety, reduce vehicle use/traffic, and improve mobility for all ages and abilities. The City Council previously approved limited bicycle facilities on PVB, which includes Class II bicycle lanes (striping only) between S Irena Avenue and the City border with Torrance, and Class III bicycle route markings (sharrows) between Irena and PCH. PVB narrows west of Irena, so any dedicated bicycle lanes would require a reduction in either vehicle or parking lanes. For this reason, staff recommended only sharrows for this stretch in the SBBMP implementation project, which was approved by the City Council in 2024. Recent state law and contemporary research has suggested that sharrows on higher speed/volume streets to be ineffective in providing additional protection for cyclists. In response to this, the Council directed staff to bring the matter to the PWSC to provide a recommendation for the most suitable bicycle facilities on this portion of Palos Verdes Blvd. Staff was also directed to determine the feasibility to install dedicated bicycle lanes on PVB with respect to the impacts to traffic and parking demands.

Staff determined that the most feasible option would be to convert underutilized on-street parking to be protected bicycle lanes. Staff does not recommend reducing travel lanes on PVB from two in each direction to one in each direction at this time. **Attachment 1** shows recently collected traffic data and speeds near Avenue E. At this location, PVB carries a bi-directional average daily traffic (ADT) count of 16,147 vehicles per day, and the 85th percentile speed is 35 mph. This level of traffic could potentially be accommodated with one lane in each direction, which would open up other opportunities to calm traffic, improve safety, improve all-way stop/crosswalk compliance, and allow for additional crosswalks along the corridor. However, PVB contains one or two lanes in each direction in the City of Torrance, which borders both ends of Redondo's PVB segment. In order to prevent the addition of merges to facilitate lane reductions along the corridor, any effort

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to reduce travel lanes would be best studied at a regional level in cooperation with Torrance and possibly cities on the PV Peninsula. Therefore, potentially removing street parking was determined to be the easiest and most expedient way forward to provide bicycle lanes on PVB in Redondo.

The City's traffic data vendor collected hourly parking utilization data from 7 AM to 7 PM on both sides of PVB. Data was collected on one weekday (Tuesday, 12/17/2024) and one weekend day (Saturday, 12/20/2024). Additionally, City staff counted the number of parked cars in both directions on different days around 9:45 PM to reflect overnight conditions. **Attachment 2** shows the parking utilization of the 116 total spaces along PVB from PCH to Prospect, between 7 AM and 7 PM, broken down by each side and each block. No single block face along PVB where parking is allowed showed more than 50% occupancy. At any given time between 7 AM and 7 PM on a weekday, no more than seven (7) vehicles were parked on either side of PVB between PCH and Irena, less on the weekend. Separately, Public Works night staff performed parking utilization sweeps at 9:45 PM on eight (8) different nights in December 2024. No more than five (5) vehicles were parked along PVB between PCH and Prospect during that hour. Therefore, it can be concluded that parking utilization is very low along the corridor west of Irena, since all homes along PVB primarily face intersecting streets with ample on-street parking. Only residences along PVB east of Irena have primary frontage along PVB, which already will have Class II bicycle lanes with on-street parking.

Therefore, staff has concluded that converting underutilized on-street parking lanes on PVB between PCH and Irena to be protected Class IV bicycle lanes would not cause substantial parking effects on the neighborhood. From a public perspective, bicycle lanes are considered a more efficient use of public space along a street, as opposed to providing free on-street storage of private property (personal vehicles). Street parking is plentiful on intersecting side streets along PVB, since all residences west of Irena have their front doors facing the side streets. Other benefits of providing bicycle lanes along this corridor include:

- Safer conditions for bicycles and other mobility devices
- Reduced bicycle riding in vehicular lanes and on sidewalks
- Narrower travel lanes that reduce speeding and crashes
- Reduced turning speeds onto slower side streets (traffic calming)
- Improved bicycle access to Riviera Village (reduced traffic and parking)
- Connects to Class II bicycle lanes along PVB in Torrance (West of PCH)

Attachment 3 shows existing and proposed cross sections of PVB. In order to reduce vehicular intrusion into bicycle lanes and provide the most effective traffic calming and bicycle safety benefits, staff recommends reducing travel lanes to 10' widths, which are standard for urban areas. Ten-foot lanes are recommended in urban areas, while 11-foot lanes can be used along bus and truck corridors, which PVB is not. Staff also recommends 6' wide bicycle lanes and 4' wide buffers, which will allow for two-abreast cycling. The inclusion of vertical barriers for increased safety would require coordination with Athens Services to deploy smaller street sweepers. A 4' wide buffer without vertical barriers would be considered a buffered Class II bicycle lane, while the inclusion of vertical barriers would classify the bicycle lanes as Class IV. If vertical barriers are used, staff recommends utilizing rigid barrier materials rather than flexible posts, which degrade guickly, do not truly protect vulnerable roadway users from vehicular impacts, and may not be considered aesthetically pleasing. Rigid barrier materials include prefabricated curb sections, rubber parking stops, and jersey barrier-like materials. Rigid barrier materials can be spaced to allow for continued drainage flows but do have impacts to street sweeping activities. Barriers are otherwise feasible along this corridor since driveways are fairly limited along PVB west of Irena. Openings and painted conflict zones would be provided at driveways. These openings would also provide opportunities for cyclists to exit the bikeway and perform left-turns from PVB onto streets like Avenue E and Helberta.

If approved by the City Council, staff would need to engage a design consultant to prepare plans,

J.1., File # PWS25-0098

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specifications, and estimates for restriping PVB. Staff expects the design and restriping of PVB to cost approximately \$200,000, which assumes the purchase of high-quality rigid barrier materials, if included in the design, and for the bicycle lane road markings. Design and construction are not funded at this time. A protected bicycle lane could be tested with a temporary parking restriction and cones, but staff would need to procure additional temporary traffic control devices.

In the future, if funds and engineering analyses allow, the City could also choose to install a raised bicycle lane or protected bicycle lane with permanent curb and gutter protection. In the future, if funds and engineering analyses allow, the City could also choose to install a raised bicycle lane or protected bicycle lane with permanent curb and gutter protection.

COORDINATION

Coordination of this evaluation and report took place within the Public Works Department and with the Councilmember for District 1.

ATTACHMENTS

- 1 Speeds and Volumes Along PVB
- 2 Weekday/Weekend 7 AM-7 PM Parking Utilization Along PVB
- 3 Existing and Proposed Cross Sections



Public Safety Commission

Police + Public Works Staff





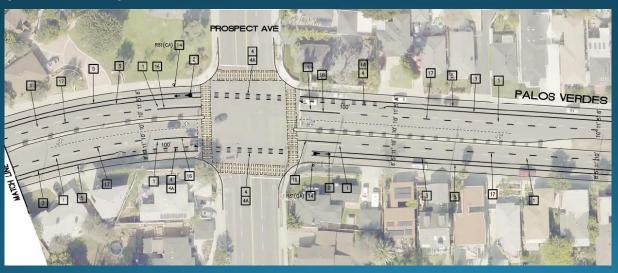
Palos Verdes Boulevard & Prospect

Truck Routes, Traffic Safety/Calming, Bicycle Lanes



Note

- This agenda item discusses two separate topics around the Palos Verdes Boulevard (PVB) and Prospect Boulevard corridors.
 - Regional/local truck routes
 - Traffic safety/traffic calming
- Traffic safety and truck routes are two separate issues, not mutually exclusive.
- A third topic, bicycle lanes instead of parking on PVB between PCH and S Irena, will be discussed at PWSC on 1/27/2025 per City Council direction.
 - City has already approved and is imminently striping Class II bicycle lanes on PVB between Irena and eastern Torrance border.
- Truck routes were previously discussed at PWSC in March 2024.

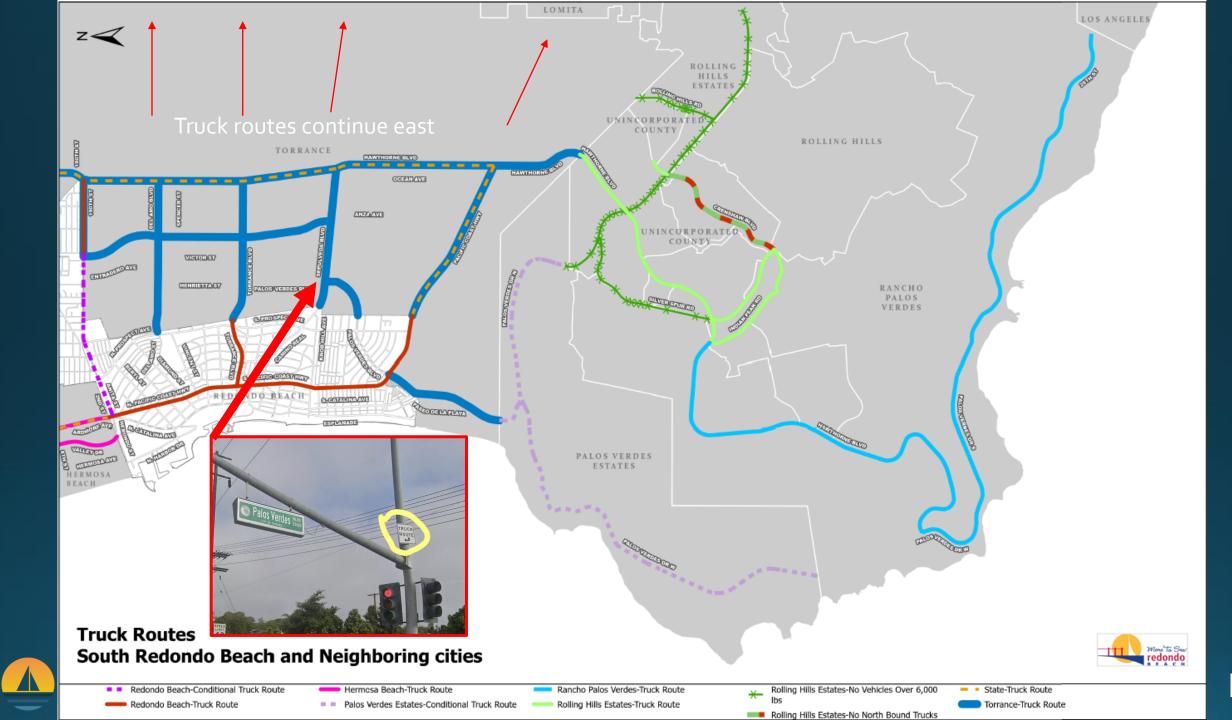




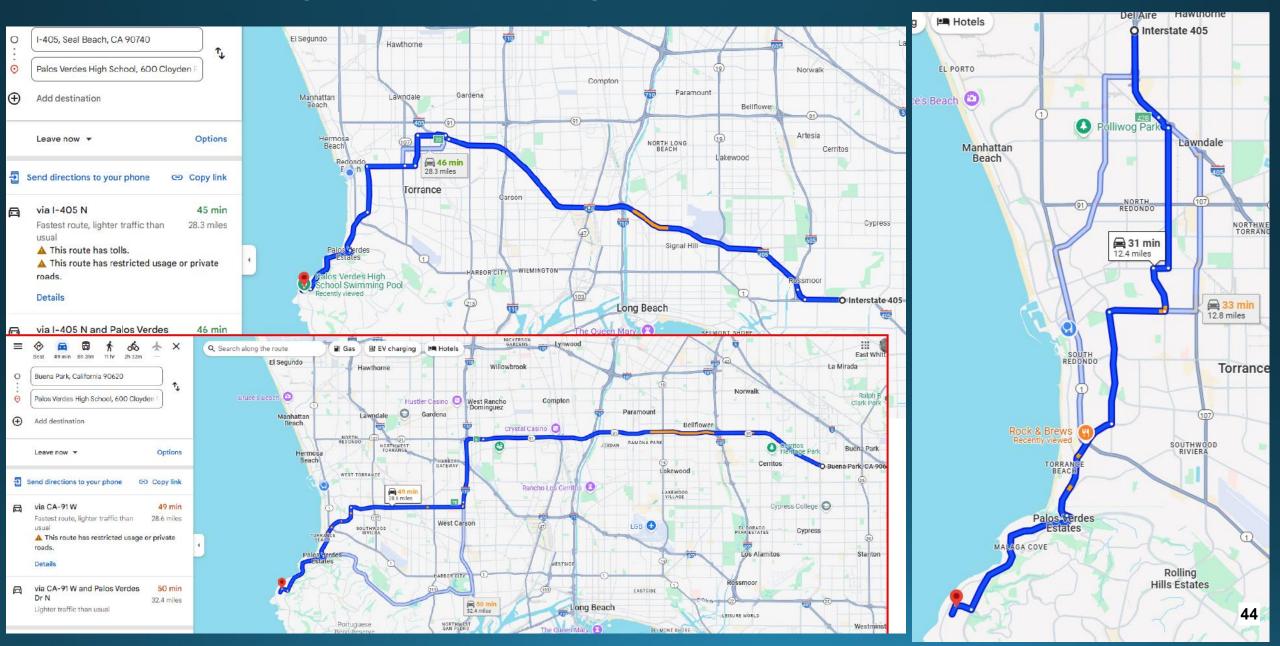
Truck Routes (History/Background)

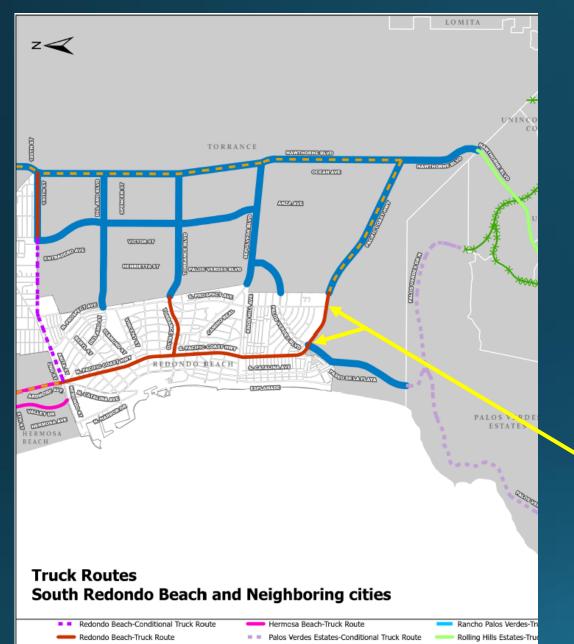
- Incompatible truck routes at City border
- PVB is the only street serving the western side of the PV Peninsula
- California Vehicle Code (CVC 35701) allows cities to regulate truck routes
 - CVC 35703 states that trucks are allowed on local "no trucks allowed" streets for any business and deliveries if the destination is on or near that route.
- PVB is a truck route in Torrance. Difficult to enforce Redondo's truck ban on PVB. No legal method to get onto another truck route or perform a U-turn at the City border.
- PVB is the most direct route to the PV Peninsula.
- Discussed between both cities at PW staff level in 2023 and 2024.
- Issue discussed at March 2024 PWSC. PWSC recommended City Manager and City Council to work with counterparts in Torrance, install additional signage where feasible.
- Discussions ongoing.





General Navigation Routing





Staff Action Since PWSC

- Staff installed (2) "No Trucks Over 3 Tons" signs on northbound PVB just after PCH.
 - Trucks have the option to take PCH.
- Staff installed (1) "No Trucks Over 3 Tons" sign on northbound Prospect just after PCH.
- With permission from City of Torrance, staff installed a truck route (←→) arrow sign on northbound PVB before PCH.
 - Directs truck drivers to turn onto PCH.
- Staff will not install traffic control signs that are not legally enforceable.









Traffic Calming/Safety

- City offers a variety of traffic calming/safety tools and processes to address residents' concerns
 - Traditionally revolves around Engineering, Education, and Enforcement.
- Staff analyzes existing conditions, collects data, proposes countermeasures
- More recent State and Federal approach to safety centers around multiple layers to prevent crashes first, minimize harm when crashes do occur. Focus on infrastructure.





 Traffic calming measures subject to technical feasibility, roadway characteristics, legal designations, funding, and/or potential City Council approval.



Traffic Calming/Safety

• Prospect and PVB are Secondary Arterials in the City's Circulation Element.

Traffic calming/safety countermeasures that could be feasible, subject to further study/approval:

- Roundabouts
 - Reduces conflicts, improves safety for all users, low cost/maintenance, works without electricity, aesthetically pleasing
 - Multi-lane roundabout not feasible: ROW acquisition and multi-lane complexity
 - Single-lane requires both streets to be single lane in each direction

Lane Reduction(s)

- Reduces excessive speeds and conflict points
- Requires funded comprehensive corridor study. Requires community support and City Council approval. Possible increases to congestion and diversion to other streets
- Any PVB lane reduction requires cooperation with Torrance

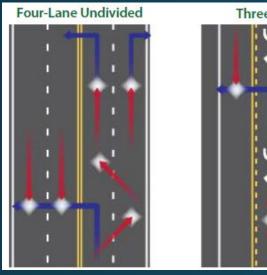
• Curb extensions at PVB/Prospect

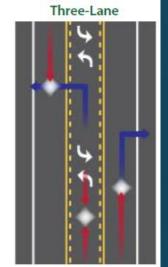
- Slows right-turns, reduces crosswalk exposure to traffic
- Reduces crosswalk signal countdown times that delay drivers
- May be required to fit future signal replacements and new crosswalk ramp standards
- Prevents drivers from bypassing through traffic to turn right on red under specific conditions

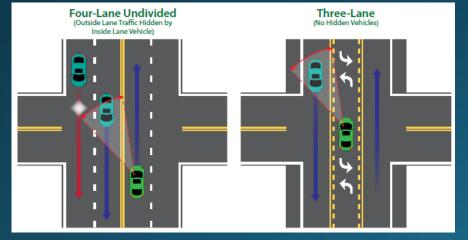
• Speed Tables

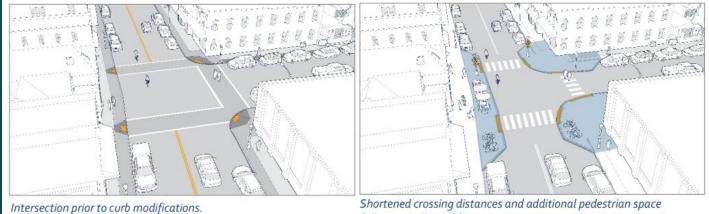
- Arterial speed tables were implemented in City of LA with good speed and safety outcomes.
- Could be feasible for speed reduction when lane reductions are not feasible.
- Requires RBFD approval, as well as City Council. Must consider emergency response times.

Traffic Calming









following curb modifications.





Prepared by National Data & Surveying Services Parking Study

Project ID: 24-020445

City: Redondo Beach, CA

Number of spaces provided for "Unmarked" segments are only approximate. Occupancy may exceed inventory.

Segment	Street	From	То	Curb Type	Side of the Street	Marked/ Unmarked	Restriction	Measurement (ft)	Approximate Space	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	AVG
OSP-001	Palos Verdes Blvd	Avenue H	Pacific Coast Hwy	Regular	N	Unmarked	No Stopping Anytime	0'	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-002	Palos Verdes Blvd	Pacific Coast Hwy	Avenue H	Regular	s	Unmarked	No Parking 2am-6am Vehicles more than 22ft Long or a Combination of 8ft high and 7ft wide on all City Streets in Redondo Beach	145'	7	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-003	Palos Verdes Blvd	Avenue G	Avenue H	Regular	N	Unmarked	No Stopping Anytime	0'	0	0	0	0	0	0	0	0	1	0	0	0	0	0
OSP-004	Palos Verdes Blvd	Avenue H	Avenue G	Regular	s	Unmarked	No Stopping Anytime	0'	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-005	Palos Verdes Blvd	Ave F	Avenue G	Regular	N	Unmarked	No Parking Wed 9am-12nn/Parking by Permit Only 8pm-3am Everyday	170'	9	2	2	2	3	3	2	2	2	2	2	2	2	2
OSP-006	Palos Verdes Blvd	Avenue G	Ave F	Regular	s	Unmarked	No Parking Wed 9am-12nn/Parking by Permit Only 8pm-3am Everyday	40'	2	0	0	0	0	0	0	0	0	0	0	1	1	0
OSP-007	Palos Verdes Blvd	Avenue E	Ave F	Regular	N	Unmarked	No Parking Wed 9am-12nn	150'	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-008	Palos Verdes Blvd	Ave F	Avenue E	Regular	s	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	145'	7	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-009	Palos Verdes Blvd	S Gertruda Ave	Avenue E	Regular	N	Unmarked	No Parking Wed 9am-12nn	105'	5	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-010	Palos Verdes Blvd	Avenue E	S Gertruda Ave	Regular	s	Unmarked	No Parking Wed 9am-12nn	165'	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-011	Palos Verdes Blvd	S Helberta Ave	S Gertruda Ave	Regular	N	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	160'	8	0	0	0	0	0	0	0	0	0	0	0	0	. 0
OSP-012	Palos Verdes Blvd	S Gertruda Ave	S Helberta Ave	Regular	s	Unmarked	No Parking Wed 9am-12nn	170	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-013	Palos Verdes Blvd	S Irena Ave	S Helberta Ave	Regular	N	Unmarked	No Parking Wed 9am-12nn	165'	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-014	Palos Verdes Blvd	S Helberta Ave	S Irena Ave	Regular	s	Unmarked	No Parking Wed 9am-12nn	170'	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-015	Palos Verdes Blvd	S Prospect Ave	S Irena Ave	Regular	N	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	440'	22	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-016	Palos Verdes Blvd	S Irena Ave	S Prospect Ave	Regular	s	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	305'	15	2	3	2	2	2	3	2	2	2	2	2	2	2

Palos Verdes Blvd	Avenue H	Pacific Coast Hwy
Palos Verdes Blvd	Pacific Coast Hwy	Avenue H
Palos Verdes Blvd	Avenue G	Avenue H
Palos Verdes Blvd	Avenue H	Avenue G
Palos Verdes Blvd	Ave F	Avenue G
Palos Verdes Blvd	Avenue G	Ave F
Palos Verdes Blvd	Avenue E	Ave F
Palos Verdes Blvd	Ave F	Avenue E
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Palos Verdes Blvd	Avenue E	S Gertruda Ave
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9	22%	22%	22%	33%	33%	22%	22%	22%	22%	22%	22%	22%	24%
2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	50%	8%
8	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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9	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
22	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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Prepared by National Data & Surveying Services Parking Study

Project ID: 24-020445 City: Redondo Beach, CA

Number of spaces provided for "Unmarked" segments are only approximate. Occupancy may exceed invento	ry.
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Segment	Street	From	То	Curb Type	Side of the Street	Marked/ Unmarked	Restriction	Measurement (ft)	Approximate Space	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	AVG
OSP-001	Palos Verdes Blvd	Avenue H	Pacific Coast Hwy	Regular	N	Unmarked	No Stopping Anytime	0'	0	0	0	0	0	0	0	1	1	1	1	0	0	0
OSP-002	Palos Verdes Blvd	Pacific Coast Hwy	Avenue H	Regular	s	Unmarked	No Parking 2am-6am Vehicles more than 22ft Long or a Combination of 8ft high and 7ft wide on all City Streets in Redondo Beach	145'	7	0	0	0	0	1	1	0	0	0	0	0	0	0
OSP-003	Palos Verdes Blvd	Avenue G	Avenue H	Regular	N	Unmarked	No Stopping Anytime	0'	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-004	Palos Verdes Blvd	Avenue H	Avenue G	Regular	s	Unmarked	No Stopping Anytime	0'	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-005	Palos Verdes Blvd	Ave F	Avenue G	Regular	N	Unmarked	No Parking Wed 9am-12nn/Parking by Permit Only 8pm-3am Everyday	170'	9	4	3	1	1	0	2	0	0	0	0	0	0	1
OSP-006	Palos Verdes Blvd	Avenue G	Ave F	Regular	s	Unmarked	No Parking Wed 9am-12nn/Parking by Permit Only 8pm-3am Everyday	40'	2	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-007	Palos Verdes Blvd	Avenue E	Ave F	Regular	N	Unmarked	No Parking Wed 9am-12nn	150'	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-008	Palos Verdes Blvd	Ave F	Avenue E	Regular	s	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	145'	7	0	0	0	0	0	0	1	0	0	0	0	0	0
OSP-009	Palos Verdes Blvd	S Gertruda Ave	Avenue E	Regular	N	Unmarked	No Parking Wed 9am-12nn	105'	5	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-010	Palos Verdes Blvd	Avenue E	S Gertruda Ave	Regular	s	Unmarked	No Parking Wed 9am-12nn	165'	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-011	Palos Verdes Blvd	S Helberta Ave	S Gertruda Ave	Regular	N	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	160'	8	0	0	0	1	1	0	4	2	2	1	0	0	1
OSP-012	Palos Verdes Blvd	S Gertruda Ave	S Helberta Ave	Regular	s	Unmarked	No Parking Wed 9am-12nn	170	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-013	Palos Verdes Blvd	S Irena Ave	S Helberta Ave	Regular	N	Unmarked	No Parking Wed 9am-12nn	165'	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-014	Palos Verdes Blvd	S Helberta Ave	S Irena Ave	Regular	s	Unmarked	No Parking Wed 9am-12nn	170'	8	3	2	2	0	0	1	0	0	0	0	0	1	1
OSP-015	Palos Verdes Blvd	S Prospect Ave	S Irena Ave	Regular	N	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	440'	22	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-016	Palos Verdes Blvd	S Irena Ave	S Prospect Ave	Regular	s	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	305'	15	2	3	1	1	1	1	0	1	2	2	3	3	2

Palos Verdes Blvd	Avenue H	Pacific Coast Hwy
Palos Verdes Blvd	Pacific Coast Hwy	Avenue H
Palos Verdes Blvd	Avenue G	Avenue H
Palos Verdes Blvd	Avenue H	Avenue G
Palos Verdes Blvd	Ave F	Avenue G
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Palos Verdes Blvd	Ave F	Avenue E
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Palos Verdes Blvd	S Helberta Ave	S Gertruda Ave
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Palos Verdes Blvd	S Prospect Ave	S Irena Ave
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7	0%	0%	0%	0%	14%	14%	0%	0%	0%	0%	0%	0%	2%
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8	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	38%	25%	25%	0%	0%	13%	0%	0%	0%	0%	0%	13%	9%
22	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
15	13%	20%	7%	7%	7%	7%	0%	7%	13%	13%	20%	20%	11%



Administrative Report

J.2., File # PWS24-0499

Meeting Date: 3/25/2024

PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: Department of Public Works

TITLE

To:

DISCUSSION OF TRUCK ROUTE ENFORCEMENT AND POTENTIAL CHANGES TO TRUCK ROUTES WITHIN THE CITY

EXECUTIVE SUMMARY

The City frequently receives complaints from residents regarding potential violations of designated truck routes, mostly around the southern neighborhoods of Redondo Beach. Frequently, trucks end up on City streets not designated as truck routes due to incomplete routing in other cities as these routes intersect City boundaries. For instance, truck routes exist in Torrance on Del Amo Boulevard, Sepulveda Boulevard (Camino Real in Redondo Beach) and Palos Verdes Boulevard, but are not continued into Redondo Beach, leaving truck drivers at a "dead end" and without clarity about how to advance or turn around. Redondo Beach staff has approached City of Torrance staff to discuss changes in Torrance, but Torrance staff indicates there is no political will to do so. Therefore, City staff is presenting alternative truck route options within Redondo Beach to provide feasible and pragmatic truck routes to direct these vehicles along the best available routes as a way to prevent trucks using the least desirable routes in and through Redondo Beach. Provision of "gap closures" to the truck routes will provide truck drivers with more clarity about where to go and where not to go, which is needed to provide better enforceability of restrictions.

Attachment 1 show existing truck routes within Redondo Beach and its neighboring jurisdictions. **Attachment 2** shows the street segments for discussion of the gap closure and possible recommendations to rectify these issues.

Staff is seeking input and direction on this matter from the public and Public Works and Sustainability Commission (PWSC) prior to discussion at City Council. As recommended by the PWSC, staff would begin work on revisions to the ordinance that lists truck routes in the City.

BACKGROUND

Attachment 1 shows the City's existing truck route map in relation to truck routes in Torrance, Manhattan Beach, and Hermosa Beach.

Del Amo Boulevard, Pacific Coast Highway (PCH), Torrance Boulevard, Sepulveda Boulevard, and Palos Verdes Boulevard (PVB) are designated truck routes within the City of Torrance that are in proximity to the southern neighborhoods of Redondo Beach. PVB also connects to Palos Verdes Drive, which is a truck route in Palos Verdes Estates. Of these truck routes, only Torrance Boulevard and PCH are designated truck routes within the City of Redondo Beach. Generally, the north/south routes provide for continuous truck travel through the City. The issues related to discontinuous routes primarily affect the east/west movement of trucks coming from the City of Torrance or Palos Verdes Estates. For example, trucks traveling on Del Amo Boulevard, Sepulveda Boulevard, and Palos Verdes Boulevard from within Torrance that need to access

J.2., **File #** PWS24-0499

destinations in Redondo Beach or pass through Redondo Beach find themselves stranded at the City's boundaries. Since these large vehicles cannot easily perform a U-turn, all they can do is continue on restricted streets within the City to rejoin a designated truck route.

Strictly speaking the City can enforce this behavior through ticketing, but as a practical matter, police resources are limited and some of the tickets may not be upheld further along the legal process. Enforcement effectiveness is diminished while these gaps remain in these truck routes coming from the City of Torrance and Palos Verdes Estates. Because there is no feasible or legal path of travel for trucks to turn upon reaching Prospect Avenue and because the truck U-turns are not possible from any of these streets at Prospect, staff is presenting modifications to the City's designated truck routes for the Commission's consideration.

Redondo Beach residents have expressed frustration at the amount of truck travel on non-designated truck routes such as Del Amo Street (Diamond to Prospect), Diamond Street (PCH to Prospect), Prospect Avenue (within City limits), Camino Real, and Palos Verdes Boulevard (within City limits). RBPD has remarked that enforcement of truck routes is already challenging due to competing enforcement requests within the City and that commercial truck enforcement requires specific certifications, training, and weight scale equipment. Enforcement on restricted streets is also not productive when truck drivers are not offered a viable alternative. Therefore, while staff recognizes that the public may prefer no new truck routes, the addition of truck routes to close these gaps could result in more effective enforcement of non-compliance, and the reduced presence of trucks on the most vulnerable streets.

DISCUSSION

In early 2023, Redondo Beach staff met with Torrance staff to propose the removal of the "dead end" truck routes in Torrance (Del Amo Boulevard, Sepulveda Boulevard, and PVB). This would result in viable truck routes in both cities that could cut down on truck travel on restricted streets in Redondo Beach. City staff also corresponded with Torrance staff in March 2024. Unfortunately, no agreeable solution could be found at the staff level.

In light of this, City staff is presenting pragmatic additions to truck routes within Redondo Beach that could allow for better and more enforceable routing of trucks through the City, as shown and numbered in **Attachment 2**. Staff has identified four "gap closure" options that are described below:

- 1. A new truck route on Del Amo Street from eastern City limits to Prospect Avenue (150 feet), leading to a new truck route on Prospect Avenue between Del Amo Street and Torrance Boulevard.
- 2. A new truck route on Camino Real from eastern City limits to Prospect Avenue (0.25 miles), leading to a new truck route on Prospect Avenue between Camino Real and Torrance Boulevard.
- 3. A new truck route on Palos Verdes Boulevard between eastern City limits to Prospect Avenue (750 feet), leading to a new truck route on Prospect Avenue between PVB and Camino Real. This option requires #2 to also be recommended.
- 4. A new truck route on Palos Verdes Boulevard between eastern City limits and PCH (0.6 miles), which connects to the existing truck route on PVB in Torrance on both sides of Redondo Beach.

Staff are not recommending any particular truck route at this time but is only identifying options to support a meaningful discussion in light of potential future action by the City Council. Only a decision of City Council will

J.2., File # PWS24-0499

Meeting Date: 3/25/2024

determine whether or not modifications are made to the City's truck route network. There is no single proposed route that could be designated and avoid residential areas and schools, but these routes are shown as pragmatic, best-case solutions in light of the gaps in designated truck routes coming from neighboring jurisdictions. Impacts to other user groups on these streets would need to be studied and corrective measures may need to be implemented. Adding these will remove the city boundary "dead-ends" that are making enforcement difficult and non-productive once trucks enter Redondo Beach. Staff has identified these routes as potential gap closures to designated truck routes, since they represent the best options for gap closure that are available to guide trucks to their destinations. The addition of truck routes along the aforementioned streets would provide a better path of travel for trucks without stranding them at City limits.

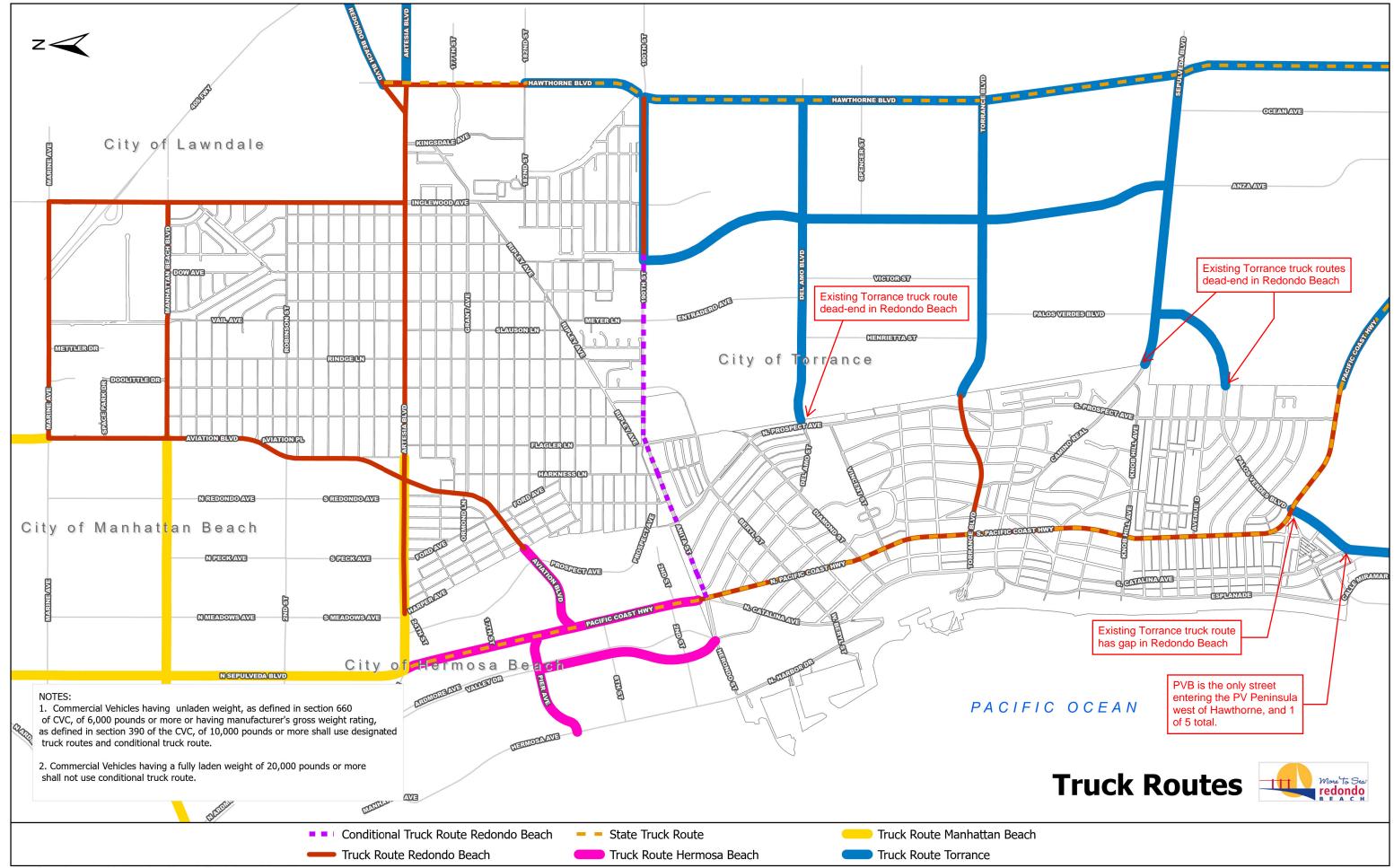
It should be noted that truck route violations would remain challenging to enforce for RBPD if there are any truck routes that dead-end at the City boundary. In addition, the existing street network results in Palos Verdes Boulevard being the only street into the Palos Verdes Peninsula west of Hawthorne Boulevard, which is why it is a truck route in Palos Verdes Estates.

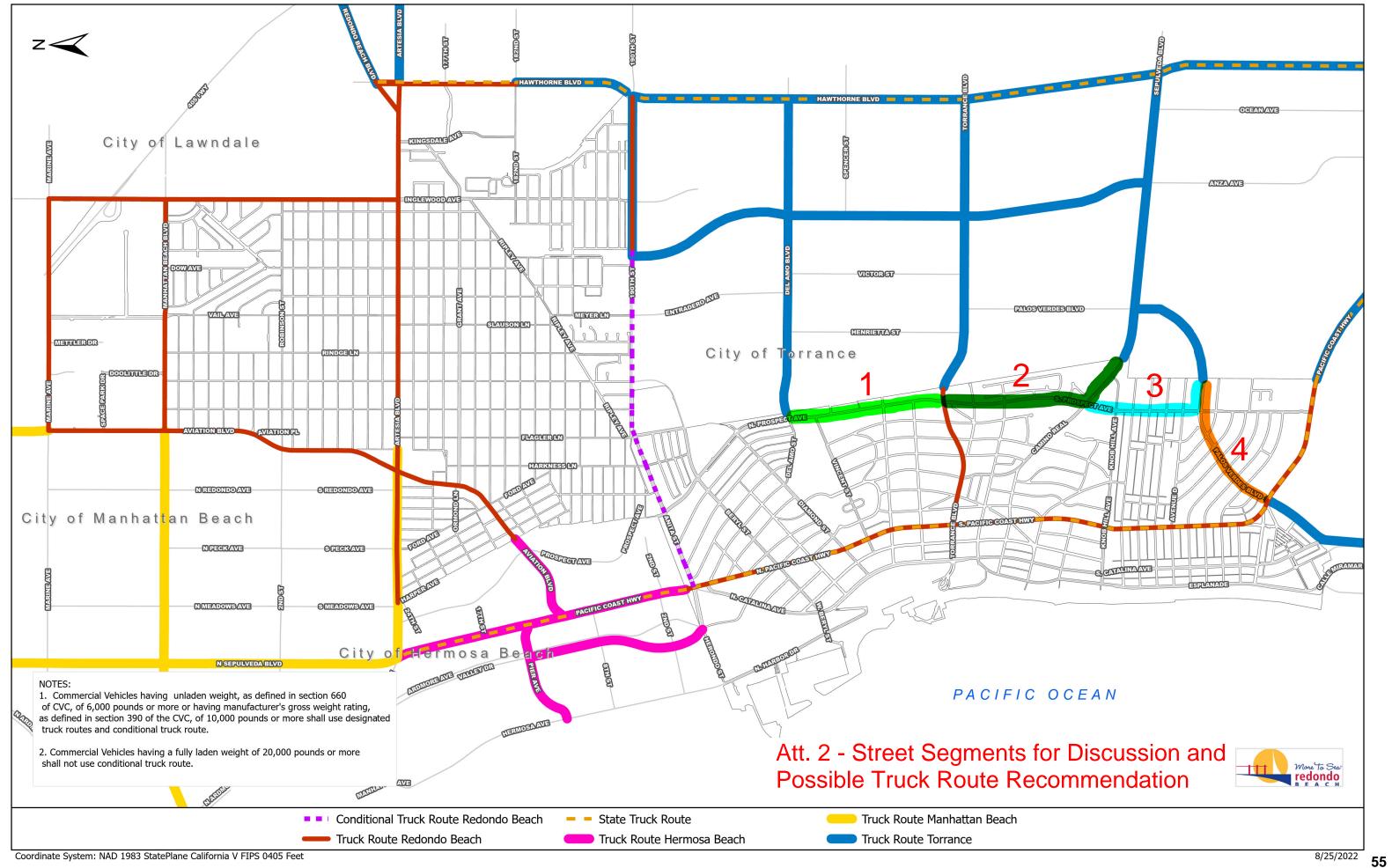
COORDINATION

Coordination of this report took place within the Public Works Department, with RBPD, and with the City Attorney's Office. Communications took place with City of Torrance staff. Noticing for this item took place via social media, announcements, and email from the Councilmembers for District 1 and District 2. Three (3) electronic message boards showing the meeting topic, time, and location were placed facing westbound Palos Verdes Boulevard, northbound Prospect Avenue, and southbound Prospect Avenue. Public feedback was received prior to the posting of this agenda item and can be found in **Attachment 3**.

ATTACHMENTS

- 1 Existing Truck Routes
- 2 Proposed Truck Routes
- 3 Public Feedback Received Prior to Agenda Posting





Attachment 3 -Public Feedback Prior to Posting of Agenda

Ryan Liu	
From: Sent: To: Subject:	Monday, March 18, 2024 9:54 PM Traffic Engineering Truck traffic
Some people who rec	eived this message don't often get email fro
CAUTION: Email is fro	om an external source; Stop, Look, and Think before opening attachments or links.

Hi there,

I heard that you were taking feedback from folks regarding the upcoming traffic discussion on March 25.

I live on Prospect. Large trucks are often flying down the road making loud and annoying clanking and rattling sounds as they whizz by. It's very disturbing and sometimes you can feel the house shaking as they are barrelling down the road. This seems to happen at all times of the day and night.

l live in 1	This is a back unit of a two-on-a-lot and I'm hearing
and feeling all of this. I can't imagine how annoying it is for those that	at live even closer to the road.

Please enforce the no-truck route designation of Prospect. This is a residential street... large trucks blowing by your house making a ruckus isn't what living in this awesome city is about!

Thanks for your consideration,

Stan Eisenberg

dondo Beach, CA 90277

Ryan Liu

From:	Diane Havenner <	
Sent:	Saturday, March 16, 2024 1:04 PM	
То:	Traffic Engineering	
Subject:	Truck routes	
[Some people who re	ceived this message don't often get email from	Learn why this is

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

important at https://aka.ms/LearnAboutSenderIdentification]

I just read that the city of Redondo Beach is considering using Palos Verdes Blvd. and Prospect for big rig truck routes. That cannot happen! We are congested enough as is, and the lanes are much too narrow, especially on Prospect. These are quiet residential neighborhoods that would be severely impacted by big trucks, in both noise and pollution, and such a decision would also deflate home values.

Please don't do this!

Diane Havenner

Sent from my iPhone

Ryan Liu

From:	Tina N.	
Sent:	Saturday, March 16, 2024 9:53 PM	
То:	Traffic Engineering	
Cc:	Nils Nehrenheim	
Subject:	NO trucks	
Some people who r	eceived this message don't often get email fr	earn why this is important

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

Нi.

I am not sure of the details and don't really care what they are, but please do not add trucks anywhere in south redondo. Too many kids on bikes and walking home from school. The kids on the ebikes are really careless and we do not need to add trucks to the mix to these kids carelessly driving their ebikes. Someone is bound to get injured. Let us have our neighborhoods in peace, already too many crazy drivers.

thank you, Tina nathan



Ryan Liu	
From: Sent: To: Subject:	Tuesday, March 19, 2024 5:53 PM Traffic Engineering Discussion of Truck Routes in Southern Redondo Beach
	message don't often get email fr eine and Think before opening attachments or links.
No semi trailer trucks on	Palos Verdes or Prospect Blvd,

No semi trailer trucks on Palos Verdes or Prospect Blvd, Thanks! Mike Petach



Ryan Liu

John Perchulyn
Tuesday, March 19, 2024 7:26 PM
Traffic Engineering
Change in truck traffic routes
Febrary 16 sheet 4 .jpg; February 16 sheet 1.jpg; February 16 ssheet 2.jpg; February 16 sheet 3.jpg; Trucks 3-15-5.jpg; March 8-001.jpg; March 8-004.jpg; March 8-002.jpg; Trucks 3-15-1.jpg; March 8-003.jpg; Trucks 3-15-2.jpg; Trucks 3-15-3.jpg; Trucks 3-15-4.jpg; Victum.png; Biker.jpg

Some people who received this message	don't often get email f	<u>t why this is important</u>

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John and Joyce Perchulyn



Truck route change considerations

Some of us have been complaining about the truck traffic on these routes for some time now. I am glad the city is finally going to do something about it and hopefully you will have our quality of life in mind. Not to mention our property value not sinking because of a wrong irreversible decision

-On Friday, February 16th Tony Magana and I set up a video camera from 7 a.m. to 6:30 p.m. at his house on the corner of Palos Verdes Blvd. and Helberta Ave.

In that time frame we captured a total of 95 trucks coming down the Blvd. The images consist of 15 tractor trailers, 3 of which were double fuel tankers, 10 cement trucks and most of the rest large delivery trucks. Also in the mix were some large buses which who knows where they were going. Granted, all of these vehicles may not exceed the commercial load limit as described in the code book but many of them look like they do depending on cargo.

-To try and get an average we again set up the video recorder on March 9th for the same period of time. We once again captured over 95 tractor trailers and very large delivery trucks.

-On March 16th, I set up the video recorder on the top of my garage which faces the intersection of Palos Verdes Blvd. and Prospect Ave. To my surprise, these videos uncovered that many trucks use Prospect Ave. I believe there were around 30 of them bringing the total to over 135 for that day.

So there was a lot of truck traffic we missed in the first two recordings of PVB only.

Just with the truck traffic we captured, our study resulted in 336 total trucks in 3 days for an average of 112 trucks a day. This is with the current code in place which obviously is being totally ignored by the truck carriers. How did this get so out of hand?

-On one of my security cameras I captured a noisy tractor trailer coming down PVB at 3:55 a.m. What kind of quality of life will it provide us if we open these routes to truck traffic at all hours of the day and night?

-I captured a tractor trailer making a right hand turn onto Prospect Ave. right in front of my house heading toward P.C.H. Being a blind corner as it is, this presents a real safety hazard to my wife and I as we try to enter or exit our driveway.

There is no commercial business between PVB and PCH on Prospect Ave. that would require a tractor trailer to travel down this street segment unless they were to deliver thousands of sticks of chalk to Tulita School. This presents another hazard with the school crossing and dozens of kids crossing the corner of Prospect and Helberta. And then there are the two 25 m.p.h. school speed zone lights that have not worked for over a decade because the city does not budget to fix them. Truckers would not be alerted to children being present.

-There are 3 schools within a half a mile of each other on Prospect Ave. St. Lawrence, Tulita and Alta Vista. During the school week there are hundreds of children, some with their parents, some not, crossing Helberta Ave, Prospect Ave. and Palos Verdes Blvd.

-Many kids ride their e-bikes to school on Palos Verdes Blvd. and Prospect Ave. and they go right by our house. These trucks present a real hazard to them. As we all know, kids on e-bikes breaking rules of the road are a big enough issue as it is without introducing tractor trailers into the mix. When my wife and I go anywhere, we have to look very cautiously so as to not run into one of these e-bikers that speed at over 15 m.p.h. (I have clocked them with a radar gun) on the sidewalk. Tractor trailer drivers are not aware of this potential hazard coming in front of them to potentially run them over.

Palos Verdes Blvd. is a major bike route for bikers. There are always large groups of bikers traveling down the street. It is bad enough they have to deal with speeding cars beside them so they should not have to contend with tractor trailer traffic

Just recently we had one of our neighbors get hit by a car at the PVB and Prospect intersection. He was thrown up in the air landing in the left lane of PVB heading north east laying there lifeless. Fortunately, no other car came along and ran over him let alone a tractor trailer. Imagine if this was a bunch of kids heading to school with an out-of-control tractor trailer plowing into them? We cannot risk this happening.

-Cars are constantly trying to beat the red light and in most cases do not. If a truck should get in their path it would be catastrophic.

-I have a sister-in-law that was crossing a street. She got merely "bumped" in the hip by a tractor trailer going very slow. She ended up in the hospital for 7 days and rehab for 2 months. She never fully recovered having issues with her hip when she sits too long. We cannot subject our residents and children to this kind of potential mishap.

-Until I watched the 11 hours of videos I recorded on March 16th, I did not realize how many local residents are crossing this intersection going for walks or walking their dog. We should not subject them to truck traffic.

-Trucks stopped at the red light beside our house spew fumes right into our backyard. This is unbearable when we are trying to relax and have dinner on the patio or have friends over for a bbq. All of those that live at a stop sign or red light along this path experience the exact same thing. This is a situation I would not want to be going on if we were showing the house for sale. All of this truck traffic will surely lower our property value.

-When the trucks stop at the red light, many of them have squeaky brakes. Sounds like 1000 nails going across a chalkboard. This is not something we need to be subject to, especially when going to bed.

-When a loaded truck takes off it is noisy as hell going through the gears. And it takes it a long time so it extends the length of the noise it makes. This is not something we need to be subject to, especially when going to bed.

-A very noisy car carrier loaded with cars, looking like 7 of them, made a right turn onto Prospect Blvd from PVB. There are no car dealers down Prospect Ave. This is just an unnecessary nuisance for all residents along the path of the proposed truck route.

-In fall of last year I measured the noise decibels on my property. In some cases, the noise from the street measured over 80-90 db. The noise cap for this residential area is 50 db if I am correct. The average of many readings was well over 70 db. I submitted dozens of readings to our district council member, Nils Nehrenheim and in turn he submitted them to the Chief of Police.

-Cars constantly go through the stop signs on Palos Verdes Blvd. and the Avenues. This issue has been brought up to the RBPD many times as well as the Safety commission. Everybody is in agreement that this is a big issue and is very hard to manage with the current Police traffic staff. We do not need to add tractor trailers and large delivery trucks to this accident waiting to happen. It would be another recipe for disaster should they encounter a large truck.

-The noise from cars and motorcycles with loud exhausts is bad enough. I have a history of filing complaints about this to Nils, the RBPD and RB safety council. We do not need hundreds of large trucks adding to this mix, totally impacting our quality of life. We do not want a life where we have to wear noise canceling headphones all day long.

-Someone commented that when some of the large trucks come by it is like experiencing a 1.5 earthquake. I don't know if there is any truth to this but I found the following, which those of you that are engineers would know.

Because of their weight, heavy trucks cause a lot more wear on the roads than cars. So a road that has mainly cars running on it tends to not need much maintenance. Water getting under the seal is one of the main causes of road damage.

When state Highway one was closed because of the earthquake, trucks were diverted down some provincial highways. These were not built for the amount of heavy traffic and needed major work to upgrade them as they soon began showing signs of not coping with the extra traffic volume.

This entire area was once sand dunes. Our houses are built on sand. The vibration from 200 trucks a day will surely take its toll not only on the roads but our house foundations.

Is the city prepared for the increase in anticipated road maintenance? Is the city going to raise our taxes because of it? Is the city going to lower our taxes when they subject us to 100's of trucks a day ruining our quality of life?

Living here should not be like living next to an on ramp to the 110 down at Los Angeles harbor.

For all of the reasons above, my wife and I request that you do not consider making Palos Verdes Blvd. and Prospect Ave. truck routes and enforce the current truck ordinances and truck route map.

I am attaching several images and a video to support my claims above. They consist of the following:

-13 contact sheets of screen grabs

-Image of car carrier mentioned above

-Image of tractor trailer in front of our house mentioned above

-Image of tractor Trailer at 3:55 a.m. mentioned above

-Image of the victim hit by a car lying on PV Blvd. mentioned above

-Image of residents out and about

-Image of biker very close to truck

-A video compilation of only a few trucks, emitting noise, squeaky brakes and smelly exhaust, I captured right on the other side of our patio, as mentioned above.

Thank you for considering our request in this matter.

John and Joyce Perchulyn

Car carrier.JPG
In front of house.JPG
Tractor trailer 3.55.JPG
Screenshot 2024-03-17 at 6.48.24 PM.png
Screenshot 2024-03-17 at 6.51.54 PM.png
Screenshot 2024-03-17 at 6.54.42 PM.png
Screenshot 2024-03-17 at 6.54.57 PM.png
Squeeky AND Noisy.mov





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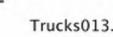


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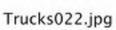


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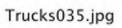


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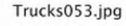
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From:	Amanda Hughes <a< th=""><th>m></th></a<>	m>
Sent:	Tuesday, March 19, 2024 6:45 PM	
То:	Traffic Engineering	
Subject:	Prospect Avenue Truck Route	

Learn why this is important

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Hello,

I am writing to advise I support enforcement of "no trucks" on Prospect. I do not support allowing Prospect Avenue to become an approved truck route.

You are likely already receiving messages about the safety concerns, as well as quality of life noise violations, property devaluation, and costs associated with wear and tear to the street.

However I would like to remind the city that the traffic signal of Prospect and Camino Real is broken. If we legally allow trucks onto a street without a functioning traffic light (ie. with a backup battery), it would be disastrous, irresponsible and possibly deadly. Yes, we're supposed to use a non functional light as a stop sign. However with the placement/angle of the light, it seems to be hard to see when off, and people often miss the light all together when there's a power outage.

I appreciate your time and consideration in ensuring we enforce/ticket offenses of "no trucks" on Prospect.

Sincerely,

From:	
Sent:	Monday, March 18, 2024 4:30 PM
То:	Traffic Engineering
Subject:	Palos Verde /Prospect truck Routes
-	

[Some people who received this message don't often get email from Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Please consider the effect this will have on the residents that face these streets with added pollution and noise. Focusing large trucks through the middle of these neighborhoods where schools are located and young families live seems shortsighted and not very well thought out. Please reconsider the potential changes and focus on enforcement of the current established routes.

Blaine Fanning

home owner.

From:	Carol Schroeder	
Sent:	Monday, March 1	8, 2024 11:20 AM
То:	Traffic Engineering]
Subject:	Truck route propo	sal Prospect and PV Blvd

<u>u why this is important</u>

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

To Traffic Engineering,

Some people who received this message don't often get email fi

Regarding the proposal to designate Prospect and PV Bvld a truck route, please do not do this. There are 3 schools on that corridor, many churches, and is primarily a residential neighborhood. This route is not suitable for truck traffic.

Respectfully,

Carol Schroeder

From:	Dean Seislove	
Sent:	Wednesday, March 20, 2024 2:01 PM	
То:	Traffic Engineering	
Subject:	Truck Route Survey	
-		
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Please accept my recommendation that no modification to existing ordinances allow increased truck traffic on Prospect Avenue.

Thank you, Dean Seislove District 1

Ryan Liu	
From: Sent: To: Subject: Attachments:	John Perchulyn Thursday, March 21, 2024 8:24 AM Traffic Engineering TRACTOR TRAILER TRAFFIC IMG_0525.jpg; IMG_0526.jpg; IMG_0527 2.JPG
	ed this message don't often get email free and the second
CAUTION: Email is from	an external source; Stop, Look, and Think before opening attachments or links.

This tractor trailer truck is at Prospect turning right onto Palos Verdes Blvd. at 7:56 a.m. Just when kids are going to school.

This is a major crossing for kids to go to Tulita school.

He also crossed the Alta Vista school intersection.

We can NOT have this kind of traffic. on these streets. John Perchulyn







Ryan Liu		
From: Sent: To: Subject:	John Perchulyn Thursday, March 21, 2024 1:58 PM Traffic Engineering Mailing of letter	
Subject.		
Some people who re	ceived this message don't often get email	n why this is important
CALITION: Email is fr	om an external source: Ston, Look, and Think before opening atta	chments or links

It was pointed out to me that the letter alerting residents about the meeting Monday was not going to be mailed.

That the council representatives of the potentially affected corridors were going to email and post on ND instead.

Aside from what I have posted on ND, I have yet to see anything in an email or ND and it is Thursday afternoon.

I also understood that the letter was going to be mailed to 1,500 households. My guess is that an email and a post on ND is not going to reach anywhere near that many residents. I hope I am wrong.

So comments you get may not be a good representation of the thoughts of those that may be impacted by your decisions.

For the neighborhood, John Perchulyn

Ryan Liu		
From:	Kelly Wedel <	
Sent:	Wednesday, March 20, 202	4 12:55 PM
To:	Traffic Engineering	
Subject:	Discussion of Truck Routes	on Prospect and PVBlvd. in Redondo Beach
Some people who re	ceived this message don't often get email	earn why this is important
CAUTION: Email is fro	om an external source; Stop, Look, and 1	Think before opening attachments or links.

To all concerned,

Prospect Ave., south of Torrance Blvd., to Palos Verdes Blvd. for a truck route is not acceptable.

Prospect on this stretch is residential, has multiple churches, Alta Vista School and a public park. Many walk and bike in this area during school hours and for athletic activities. There should not be trucks passing thru this area. The stretch between Torrance Blvd and Camino Real already has many complaints of "racing" cars and noise. There is no median or trees to buffer traffic noise.

Palos Verdes Blvd., although the name suggests a wider street, it does have a median (those trees need attention) to separate the parallel urban realms, buffering the residential from the throughway. There are many homes and apartments in this area of PV Blvd. Children cross PV Blvd to attend Tulita School. There is also a HUGE monstrous condo complex being built on the corner of PVBLVD and PCH that WILL ADD more traffic! The surrounding residents, individuals and many families, like to walk and bike to the Riviera. Making this a truck route is unacceptable.

PLEASE pay attention to those that live in these areas. They do not want to bring more traffic, noise, congestion and the potential of more accidents into their daily lives.

PLEASE DO NOT make Prospect and Palos Verdes Blvd truck routes!

Sincerely, Kelly Wedel Home Owner

Ryan Liu From: John Perchulyn Sent: Tuesday, March 19, 2024 8:59 AM To: Traffic Engineering Subject: Truck route comments

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CALITION: Email is from an external source: Ston Lo	ok and Think hefore opening	attachments or links

Sharing comments from Nextdoor about the truck route issue.

Nextdoor Truck comments

Tina B.

Everyone better write and call and go to council and let them know NO !! THAT'S AN IRREVERSIBLE NIGHTMARE

Stacy Jones

There has to be stats of how accidents, injuries, fatalities increase on roads like this! How can they do this through a residential area?!

Jacqueline Warstadt

There are school crossing guards in that location, assisting students to get home safely. This does not mesh, besides the noise and pollution.

Susan Danylik

No way. that is a residential area with schools.

Stan E.

He'll no. Who can I write? Prospect already has people speeding down it like it's the Indy freaking 500. Never a cop here when you want one. I'll be darned if they're going to add large trucks to the mix. This isn't why I moved to South Redondo.

Amanda Hughes

They need to start enforcing it. I rarely see the trucks as I'm a back unit, but I can sure as heck hear them when they blow by making a huge racket. This is a residential street.

Colleen First

Also, the wear and tear to the streets, not a good idea at all.

Bob Reed

Got to love it, keep voting them in , they will destroy the hold area , they already have ! 🛞 Like we don't have enough problems with traffic! Thanks John for the heads up.

Bonnie Murphy

My favorite thing about living in Seaside is: the neighbors, the fresh air , location No way

Peggy Maddox

My favorite thing about living in Lower Hollywood Riviera is: Ocean View. Quiet area. Great Weather wonderful neighbors This plus legato complex opening PV Blvd and PCH Even Amazon won't be able to deliver Oh heck no

Joan Davidson

Just waking up about this? Wait til the state mandates the required apartment towers along Prospect and other streets. LOL

That's why Mayor Brand - bless his soul- wrote Our Neighborhood Voices.

Raymond Herrera

John, it seems like things are getting a bit confusing over there with bad policies

Kris Alex

There is a large middle school and an elementary school on this route. What's wrong with Pch and Torrance Blvd? Why are they changin it in the first place? Just to get all tax paying citizens upset and angry that trucks can hit out children on their way home from school everyday. This is a very bad idea RB council. How about you just don't do it?!!

Linda Wonkowski

Make them all go through the Portuguese Bend bumpy road 😂

Joe Kang That's not good.

Andrew Wang, Mary Jane Efflandt, Mo Khan, ...

Can't be good with 40,000 lbs containers and truck going through

Nina Connoy Heck no they better not

Jaime Aguirre

What about all the homes along PV Blvd and prospect ? That is insane ... for sure non of those officials live on these streets ... those city officials should be expelled !

Carol Perry

No

Cal A.

What makes no sense to me is, "Trucks hauling what and to where?" It's not like there are warehouses or distribution centers in the areas. Yes there are some grocers that get large shipments but do they need new routes? What truckers or haulers are requesting these routes? Can these streets handle the punishment that huge trucks mete out? Even the major highways are constantly being damaged by truck traffic and our local streets get filled with potholes under normal city traffic just from a rain storm. Something seems totally off or fishy about the whole thing. Is this a precursor to a more evil idea that we are going to need a lot of concrete, T-bars and I-beams to complete the massive construction projects the developers are going to inundate us with and they want to own the streets to get those materials here?

Why this and why now? Nobody ever went to a council meeting]and complained there weren't enough trucks spewing diesel exhaust in front of their house.

Lisa I.

Where does Redondo's new mayor stand on this issue?

Scott Brown

Are they specifically allowing new truck routes, or are they granting access to the bigger trucks, that are being used by distribution centers to make local deliveries?

Cal A.

Bill Brand was the voice of reason that stood for his constituents and supported them even if they didn't give him money. It's almost like with his passing the vultures are flocking in for the kill now that the Lord Protector is gone. I bet that is the answer to the, "Why now?" question.(edited)

Elisabeth Kanyer

Nooooo 🝙

Taylor Vo	
3/20/2024	

To: Ryan Liu - Transportation Engineer Nils Nehrenheim – District 1 Council Member Todd Loewenstein – District 2 Council Member Ted Semaan – Director of Public Works Andrew S. Winje – PE City Engineer

Public Works Department 415 Diamond Street Redondo Beach, CA 90277

To whom ever this may concern,

I am writing to express my strong opposition to the proposal to modify truck routes to include portions of Prospect Ave. As a resident of the South Redondo Beach area, I am deeply concerned about the potential negative impacts this decision could have on our quality of life, safety, and well-being. The increased noise pollution, safety hazards for pedestrians and cyclists using, and damage to road infrastructure can have lasting effects to families that are irreversible.

Furthermore, I believe that designating Prospect Ave as a truck route would exacerbate existing traffic congestion issues in our neighborhood and pose a significant risk to the safety of the residents that live near or just off Prospect Ave, particularly children and elderly individuals.

Please consider the concerns of the Redondo Beach community and how allowing Prospect Ave to become a trucking route imposes additional burdens on our community.

Thank you for taking the time to review my concerns.

Sincerely, Taylor Vo

From: Sent: To: Subject: Attachments: John Perchulyn Friday, March 15, 2024 10:34 AM Ryan Liu truck routes Tractor trailer 4 am.JPG

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

Good morning Ryan,

Do not mean to bother you but I am so frustrated about this truck traffic. I just hope that the powers to be make smart decisions about the truck routes. Attached is a picture from 3:55 this morning. Have a nice weekend. For the neighborhood, John Perchulyn



From:
Sent:
To:
Subject:

John Perchulyn Wednesday, March 13, 2024 1:59 PM Ryan Liu Truck traffic on PVB

You don't often get email fro

<u>why this is important</u>

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

Hello Ryan, I just sent Lauren Sablan the following email. She referred me to you.

Hello Lauren,

My name is John Perchulyn. My wife and I live on the corner of Prospect and Palos Verdes Blvd. Tony Magana is a neighbor that lives up the street from me.

Over the past several months, Tony and I have been meeting and talking to the Redondo Beach Police Department about all of the truck traffic on Palos Verdes Blvd and which is now infiltrating Prospect Ave.

Tony and I recently did a study on 2 separate days, February 16th and March 8th, to capture the truck traffic on PVB. Both days we video recorded over 90 large trucks, some of them being double tankers. This in spite of a sign entering PVB that no trucks over 3 tons are allowed to travel up PVB.

I recently messaged Chief Joe Hoffman in regards to this matter. He responded with their limitations in patrolling and stopping truck traffic. He also added the following paragraph which has all of us on the path of PVB extremely concerned.

"I was also informed that the issue of truck routes in RB and suggested modifications to create reasonable passage based on the routes in adjoining cities will be presented to the Public Works and Sustainability commission on March 25, 2024 by the RB Public Works Department. The Police Department will also be present to provide input and information about the current court concerns."

Is or has there been any public input in this matter? If not, will there be?

On Monday, March 18th, several of us neighbors are attending the Safety Council committee meeting and truck traffic was one of the items on the agenda.

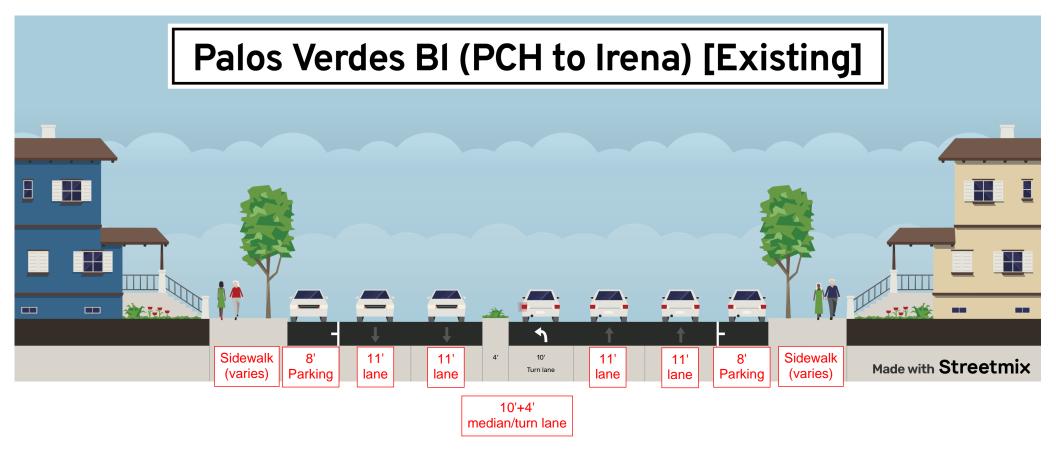
Any additional input you can provide us would be very appreciated.

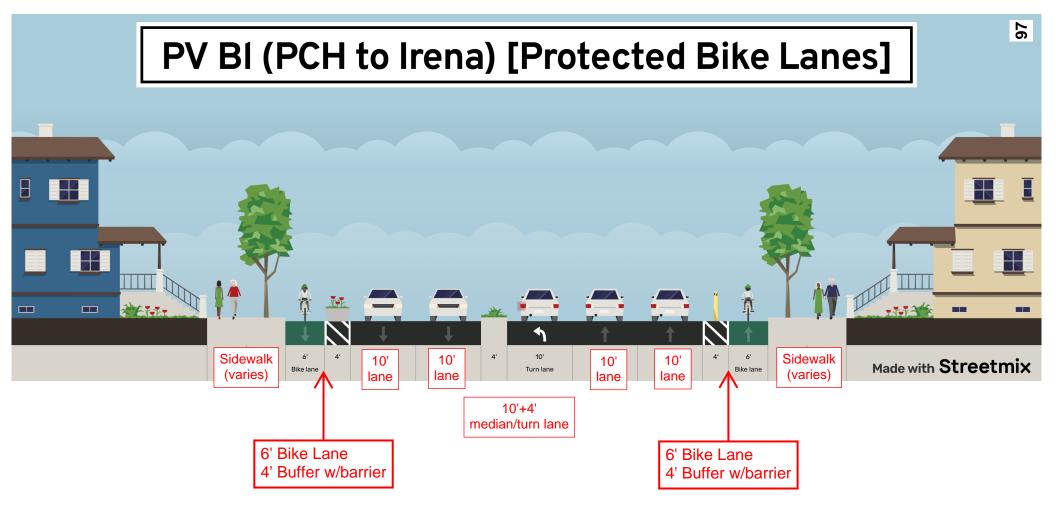
For the neighborhood, John Perchulyn

Palos Verdes BI (Between Avenue E and Gertruda) Speed and Volume Summary

DATE	NORTHEAST VOLUME (VEH/DAY)	SOUTHWEST VOLUME	TOTAL DAILY VOLUME	NORTHEAST 85TH % SPEED (MPH)	SOUTHWEST 85TH % SPEED	TOTAL 85TH % SPEED
Friday, 13 December 2024	8848	8747	17595	35	34	35
Saturday, 14 December 2024	7592	7457	15049	35	34	35
Sunday, 15 December 2024	6529	6598	13127	36	34	35
Monday, 16 December 2024	8056	7956	16012	35	34	34
Tuesday, 17 December 2024	8524	8364	16888	35	34	35
Wednesday, 18 December 2024	8749	8629	17378	35	34	35
Thursday, 19 December 2024	8553	8427	16980	35	34	34
7-DAY AVERAGE			16147	25	24	25
AVERAGE 85TH % SPEED				35	34	35

[a] Northeast is towards Prospect, southwest is towards PCH.

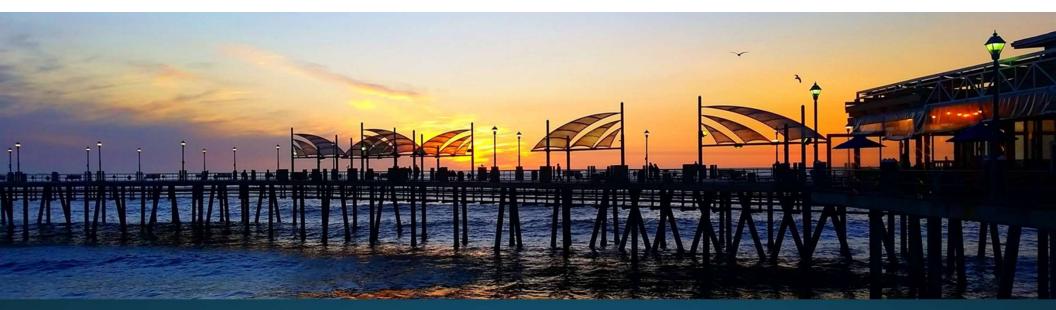




City proposes to remove very low utilization street parking along Palos Verdes Boulevard (only PCH to Irena) to install protected bike lanes (Class IV). Barrier type can be a variety of materials, but staff prefers something rigid and not flexible such as concrete barriers, rubber parking stops, or planter boxes (subject to maintenance). Vertical barriers are critical to prevent drivers from illegally driving in bicycle lanes.

Narrower through lanes decreases speed and provides traffic calming

East of Irena to Torrance border, PVB is wider and transitions to Class II striped bike lanes with street parking.



Public Works & Sustainability Commission



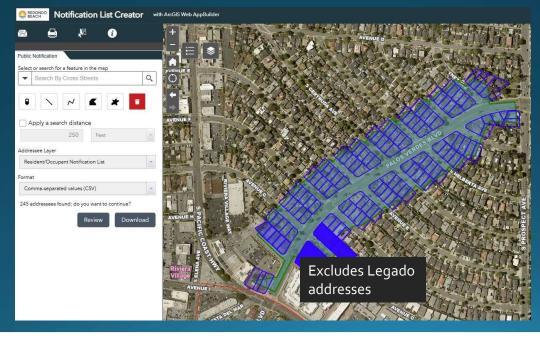
January 27, 2025

J.1 Palos Verdes Boulevard Bike Lane Feasibility



Note

- This agenda item discussion pertains to bicycle lanes along Palos Verdes Boulevard (PVB) per Council direction.
- Truck routes were previously discussed at PWSC in March 2024.
- Truck routes and traffic safety also discussed at PSC in January 2025.
- Traffic safety and truck routes are two separate issues, not mutually exclusive.
- Notice provided via postcard within 250 feet of PVB corridor.





Background

- City approved Class II bicycle lanes on Palos Verdes Boulevard (PVB) between Irena and Torrance border east of Prospect.
- PVB is narrower west of Irena. Dedicated bike lanes requires either parking removal or reducing PVB to one lane in each direction. Prior approved project did not consider any parking or lane removals.
- City Council directed staff to study dedicated bicycle lanes on PVB (PCH to Irena).





Definitions

• Per State of California, bicycle facilities are defined as Class I, II, III, or IV.



Class II Lane w/Buffer (MBB)



Class II Lane (Beryl)



Class I Bike/Ped Path (Beach path)



Class III Route (Felton) [Sharrows not allowed on 35+ mph streets]

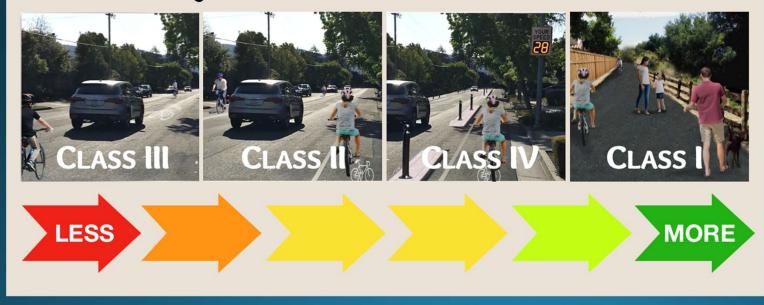


Class IV Protected Lane (Uni/Bi-directional) (Harbor Dr)

Safety Comparison

- Different classes appropriate for different streets, safer usually requires more space
- Slower neighborhood residential streets considered appropriate for Class III, busier and faster streets may warrant higher levels of comfort/separation

Safety of Bike Facilities





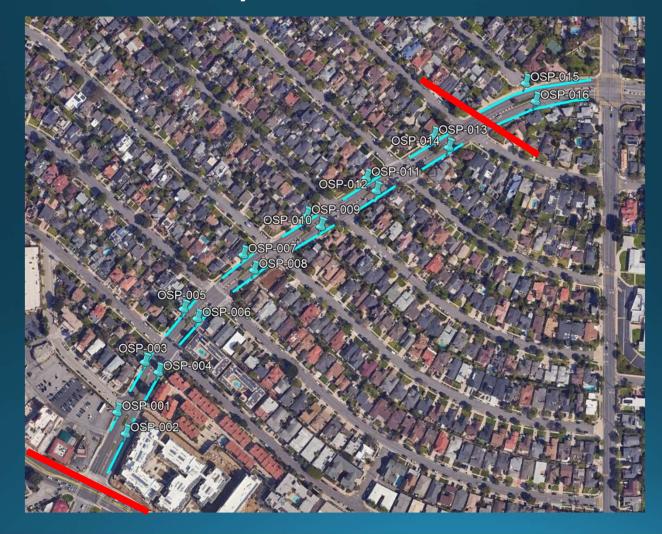
Travel Lane Reduction or Parking Removal?

- Red line = PVB corridor.
- Purple lines = city boundaries.
- Numbers = # of lanes.
- Existing Class II bicycle lanes south of PCH, north of Sepulveda.
- Bi-directional average daily traffic and 85th percentile speeds measured in December 2024 at Avenue E.
 - 35 mph speed (30 mph limit)
 - 16,147 vehicles per day
- While this volume could be handled with one lane in each direction, requires further study and regional cooperation with Torrance to avoid abrupt merges.
- Removing street parking between PCH and Irena determined to be easiest and simplest way to provide bicycle lanes.





Parking Utilization Study





Tuesday, 17 December 2024

Prepared by National Data & Surveying Services Parking Study

Project ID: 24-020445 City: Redondo Beach, CA

Number of space	s provided for "Unmark	ed" segments are only	approximate. Occupan	cy may exceed	inventory.																
Segment	Street	From	То	Curb Type	Side of the Street	Marked/ Unmarked	Restriction	Measurement (ft)	Approximate Space	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
OSP-001	Palos Verdes Blvd	Avenue H	Pacific Coast Hwy	Regular	N	Unmarked	No Stopping Anytime	0"	0	0	0	0	0	0	0	1	1	1	1	0	0
OSP-002	Palos Verdes Blvd	Pacific Coast Hwy	Avenue H	Regular	s	Unmarked	No Parking 2am-6am Vehicles more than 22ft Long or a Combination of 8ft high and 7ft wide on all City Streets in Redondo Beach	145'	7	0	0	0	0	1	1	0	0	0	0	0	0
OSP-003	Palos Verdes Blvd	Avenue G	Avenue H	Regular	N	Unmarked	No Stopping Anytime	0'	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-004	Palos Verdes Blvd	Avenue H	Avenue G	Regular	s	Unmarked	No Stopping Anytime	0"	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-005	Palos Verdes Blvd	Ave F	Avenue G	Regular	N	Unmarked	No Parking Wed 9am-12nn/Parking by Permit Only 8pm-3am Everyday	170'	9	4	3	1	1	0	2	0	0	0	0	0	0
OSP-006	Palos Verdes Blvd	Avenue G	Ave F	Regular	s	Unmarked	No Parking Wed 9am-12nn/Parking by Permit Only 8pm-3am Everyday	40'	2	0	0	0	0	0	0	0	0	0	0	0	0
OSP-007	Palos Verdes Blvd	Avenue E	Ave F	Regular	N	Unmarked	No Parking Wed 9am-12nn	150'	8	0	0	0	0	0	0	0	0	0	0	0	0
OSP-008	Palos Verdes Blvd	Ave F	Avenue E	Regular	s	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	145'	7	0	0	0	0	0	0	1	0	0	0	0	0
OSP-009	Palos Verdes Blvd	S Gertruda Ave	Avenue E	Regular	N	Unmarked	No Parking Wed 9am-12nn	105'	5	0	0	0	0	0	0	0	0	0	0	0	0
OSP-010	Palos Verdes Blvd	Avenue E	S Gertruda Ave	Regular	s	Unmarked	No Parking Wed 9am-12nn	165'	8	0	0	0	0	0	0	0	0	0	0	0	0
OSP-011	Palos Verdes Blvd	S Helberta Ave	S Gertruda Ave	Regular	N	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	160'	8	0	0	0	1	1	0	4	2	2	1	0	0
OSP-012	Palos Verdes Blvd	S Gertruda Ave	S Helberta Ave	Regular	s	Unmarked	No Parking Wed 9am-12nn	170	8	0	0	0	0	0	0	0	0	0	0	0	0
OSP-013	Palos Verdes Blvd	S Irena Ave	S Helberta Ave	Regular	N	Unmarked	No Parking Wed 9am-12nn	165'	8	0	0	o	0	0	0	0	0	0	0	0	0
OSP-014	Palos Verdes Blvd	S Helberta Ave	S Irena Ave	Regular	s	Unmarked	No Parking Wed 9am-12nn	170'	8	3	2	2	0	0	1	0	0	0	0	0	1
OSP-015	Palos Verdes Blvd	S Prospect Ave	S Irena Ave	Regular	N	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	440'	22	0	0	0	0	0	0	0	0	0	0	0	0
OSP-016	Palos Verdes Blvd	S Irena Ave	S Prospect Ave	Regular	s	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	305'	15	2	3	1	1	1	1	0	1	2	2	3	3

Palos Verdes Blvd	Avenue H	Pacific Coast Hwy
Palos Verdes Blvd	Pacific Coast Hwy	Avenue H
Palos Verdes Blvd	Avenue G	Avenue H
Palos Verdes Blvd	Avenue H	Avenue G
Palos Verdes Blvd	Ave F	Avenue G
Palos Verdes Blvd	Avenue G	Ave F
Palos Verdes Blvd	Avenue E	Ave F
Palos Verdes Blvd	Ave F	Avenue E
Palos Verdes Blvd	S Gertruda Ave	Avenue E
Palos Verdes Blvd	Avenue E	S Gertruda Ave
Palos Verdes Blvd	S Helberta Ave	S Gertruda Ave
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Palos Verdes Blvd	S Prospect Ave	S Irena Ave
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						Utiliza	ation						
	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	
0													
7	0%	0%	0%	0%	14%	14%	0%	0%	0%	0%	0%	0%	2%
0													
0													
9	44%	33%	11%	11%	0%	22%	0%	0%	0%	0%	0%	0%	10%
2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
7	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	1%
5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	0%	0%	0%	13%	13%	0%	50%	25%	25%	13%	0%	0%	11%
8	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
9	38%	25%	25%	0%	0%	13%	0%	0%	0%	0%	0%	13%	9%
22	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
15	13%	20%	7%	7%	7%	7%	0%	7%	13%	13%	20%	20%	11%

106

Date: 12/17/24

Day: Tuesday

Saturday, 20 December 2024

Prepared by National Data & Surveying Services Parking Study

Project ID:	24-020445
City:	Redondo Beach, CA

Date: 12/14/24 Day: Saturday

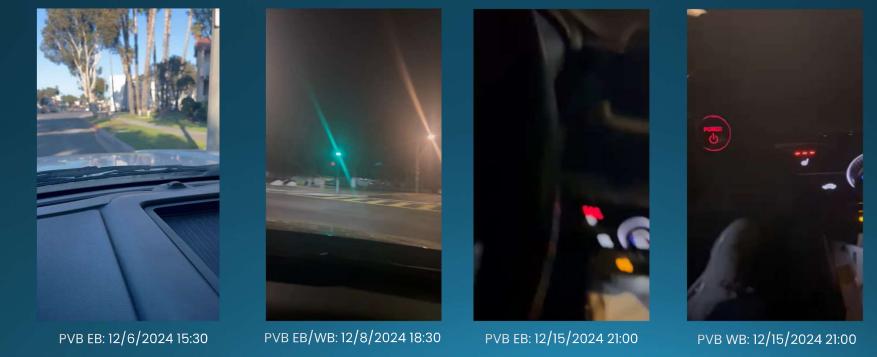
Number of spaces provided for "Unmarked" segments are only approximate. Occupancy may exceed inventory

Number of space.	s provideu jor Onmarka	ed segments are only	approximate. Occupan	cy may exceed	inventory.																	-
Segment	Street	From	То	Curb Type	Side of the Street	Marked/ Unmarked	Restriction	Measurement (ft)	Approximate Space	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	AVG
OSP-001	Palos Verdes Blvd	Avenue H	Pacific Coast Hwy	Regular	N	Unmarked	No Stopping Anytime	0'	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-002	Palos Verdes Blvd	Pacific Coast Hwy	Avenue H	Regular	s	Unmarked	No Parking 2am-6am Vehicles more than 22ft Long or a Combination of 8ft high and 7ft wide on all City Streets in Redondo Beach	145'	7	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-003	Palos Verdes Blvd	Avenue G	Avenue H	Regular	N	Unmarked	No Stopping Anytime	0'	0	0	0	0	0	0	0	0	1	0	0	0	0	0
OSP-004	Palos Verdes Blvd	Avenue H	Avenue G	Regular	s	Unmarked	No Stopping Anytime	0'	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-005	Palos Verdes Blvd	Ave F	Avenue G	Regular	N	Unmarked	No Parking Wed 9am-12nn/Parking by Permit Only 8pm-3am Everyday	170'	9	2	2	2	3	3	2	2	2	2	2	2	2	2
OSP-006	Palos Verdes Blvd	Avenue G	Ave F	Regular	s	Unmarked	No Parking Wed 9am-12nn/Parking by Permit Only 8pm-3am Everyday	40'	2	0	0	0	0	0	0	0	0	0	0	1	1	0
OSP-007	Palos Verdes Blvd	Avenue E	Ave F	Regular	N	Unmarked	No Parking Wed 9am-12nn	150'	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-008	Palos Verdes Blvd	Ave F	Avenue E	Regular	S	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	145'	7	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-009	Palos Verdes Blvd	S Gertruda Ave	Avenue E	Regular	N	Unmarked	No Parking Wed 9am-12nn	105'	5	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-010	Palos Verdes Blvd	Avenue E	S Gertruda Ave	Regular	S	Unmarked	No Parking Wed 9am-12nn	165'	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-011	Palos Verdes Blvd	S Helberta Ave	S Gertruda Ave	Regular	N	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	160'	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-012	Palos Verdes Blvd	S Gertruda Ave	S Helberta Ave	Regular	S	Unmarked	No Parking Wed 9am-12nn	170	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-013	Palos Verdes Blvd	S Irena Ave	S Helberta Ave	Regular	N	Unmarked	No Parking Wed 9am-12nn	165'	8	0	0	0	0	0	0	0	o	0	0	0	0	0
OSP-014	Palos Verdes Blvd	S Helberta Ave	S Irena Ave	Regular	S	Unmarked	No Parking Wed 9am-12nn	170'	8	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-015	Palos Verdes Blvd	S Prospect Ave	S Irena Ave	Regular	N	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	440'	22	0	0	0	0	0	0	0	0	0	0	0	0	0
OSP-016	Palos Verdes Blvd	S Irena Ave	S Prospect Ave	Regular	S	Unmarked	No Parking Wed 9am-12nn/90 Minute Parking Commercial Vehicles Over 3 Tons	305'	15	2	3	2	2	2	3	2	2	2	2	2	2	2

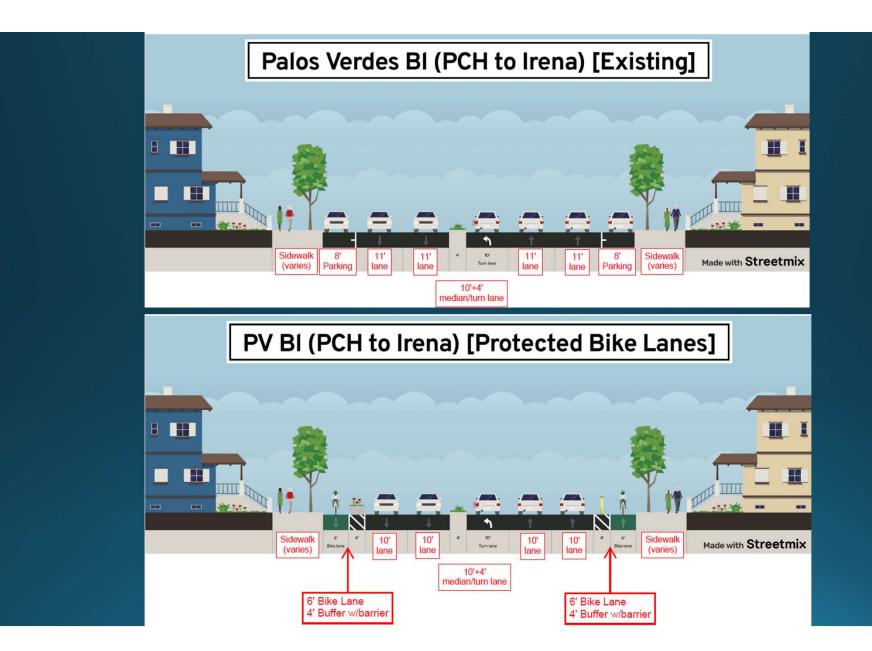
Avenue H Pacific Coast Hwy Pacific Coast Hwy Avenue H		
Avenue G Avenue H		
Avenue H Avenue G		
Ave F Avenue G		
Avenue G Ave F	Ave F	
Avenue E Ave F	Ave F	
Ave F Avenue E	Avenue E	
S Gertruda Ave Avenue E	Avenue E	
Avenue E S Gertruda Ave	S Gertruda Ave	
S Helberta Ave S Gertruda Ave	S Gertruda Ave	
S Gertruda Ave S Helberta Ave	S Helberta Ave	
S Irena Ave S Helberta Ave	S Helberta Ave	
S Helberta Ave S Irena Ave	S Irena Ave	
S Prospect Ave S Irena Ave	S Irena Ave	
S Irena Ave S Prospect Ave	S Prospect Ave	

Summary

- Evening PW staff also collected parking data on eight (8) different nights (weekday/weekend) in December 2024 at 9:45 PM.
 - No more than five (5) vehicles parked on either side of PVB between PCH and Prospect.
- On any given block face in either direction of PVB, weekday or weekend:
 - No greater than 50% occupancy.
 - Most blocks have a capacity of 5-8 vehicles to be parked. No more than 3-4 vehicles parked along each block face.
 - Less than 10 vehicles parked along the entire PCH-Irena segment at any given time.







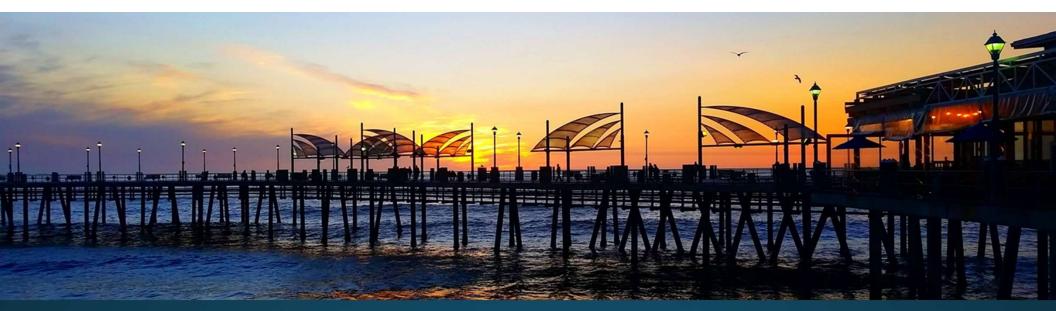
Benefits and Costs of Bicycle Lanes on PVB

- Safer bike riders and other mobility devices (traffic safety)
- Reduced bike riding on sidewalks (traffic safety)
- Narrower vehicle lanes reduce speeding and crashes (traffic calming and safety)
- Improved bicycle access to Riviera Village (reduced traffic and parking)
- Connects to Class II bicycle lanes on PVB south of PCH (regional connectivity)
- Improved efficiency of public space
 - Multimodal public mobility vs. free on-street storage of private property (personal vehicles)
- \$200,000 estimated cost of design and construction
- Not funded or designed at this time
- Type of barrier can be decided later, staff prefers rigid materials
- Requires coordination with Athens to deploy smaller size street sweeper

Available Alternatives

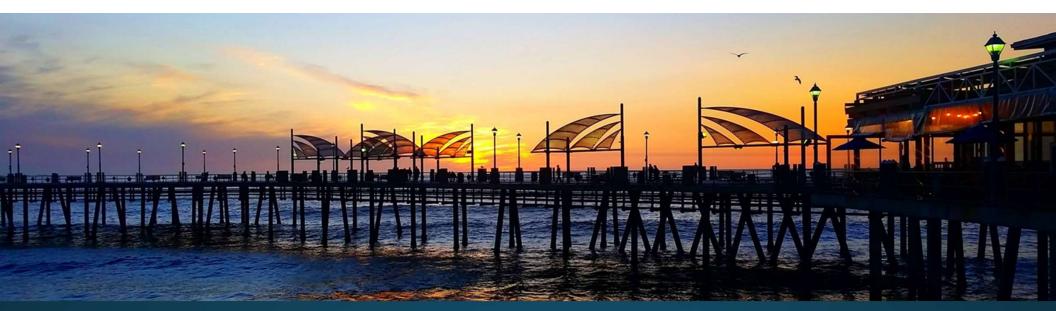
- Recommend City Council to fund design and construction of protected bike lanes on PVB (PCH to Irena)
- Do not support the recommendation from staff.
- Other options as determined by the PWSC.





Member Items & Future Agenda Topics





Adjournment





I.4., File # PS25-0742

Meeting Date: 5/19/2025

<u>TITLE</u>

DISCUSSION AND POSSIBLE ADVISORY ACTION REGARDING REDONDO BEACH MUNICIPAL CODE 5-1.200, CONCERNING LICENSING OF DOGS



J.1., File # PS25-0739

Meeting Date: 5/19/2025

<u>TITLE</u>

DISCUSSION OF RECENT EVENTS IN THE CITY PROSECUTOR'S OFFICE



J.2., File # PS25-0740

Meeting Date: 5/19/2025

<u>TITLE</u>

DISCUSSION OF CRIME RECAP/COMMUNITY POLICING/VOLUNTEERS



REDONDO BEACH POLICE DEPARTMENT

Crime Analysis Unit, 401 Diamond Ave., Redondo Beach, CA 90277 (310) 697-3518

PART I Re-Cap

April 11 - 17, 2025

THIS RE-CAP IS A SUMMARY LISTING OF ALL PART-1 CRIMES OCCURRING IN REDONDO BEACH. IT IS NOT INTENDED TO BE A TOTAL STATISTICAL REPRESENTATION OF ALL PART-1 CRIMES. CERTAIN CRIMES MAY BE OMITTED, INCLUDING, BUT NOT LIMITED TO, CASES WHERE THERE IS AN ON-GOING INVESTIGATION OR CONFIDENTIALITY IS REQUESTED.

CRIME				
Burglary 459 PC Residential	25-02048	04-08-25 TUE 0800-0810	600 blk. Esplanade	Suspect entered into lobby of residence to deliver food; he took property with him as he exited. Loss: LG portable air conditioner. SUSP: MW, age unknown, 510-600 ht.,
	25-01990	04-06-25 SUN 2025-2201	500 blk. Avenue G	2025 Volkswagen Jetta, SUV, sedan, blue Suspect knocked at door and was not admitted to apartment; he then broke bedroom window, entered apartment and grabbed victim who was able to get away to neighbor's apartment. No loss reported. SUSP/ARR: MWA
Taken From Vehicle	25-02134	04-14-25 MON 1550-1619	2200 blk. Curtis Ave.	2023 Chevrolet Silverado, pickup truck, white Property taken from truck bed. Loss: Honda, Model 216, lawnmower and grass bag. SUSP: (2) Males, age and ethnicity unknown VEH: Possibly Ford, F-150, pickup truck with double cab
	25-02097	04-10-25 04-11-25 THU-FRI 2000-1000	100 blk. S. Prospect Ave.	1999 Harley Davison motorcycle, black and maroon/burgundy Property taken from parked vehicle. Loss: License plate and license frame holder.
	25-02032	04-09-25 WED 1330-1335	1500 blk. Hawthorne Blvd.	2022 Range Rover, SUV, sedan, white Property taken from parked vehicle. Loss: (3) Debit/credit cards, personal checks, check book, U.S. currency, backpack, (2) air pods, (3) car keys, prescription glasses, cosmetics. SUSP: FW or FH, age unknown, heavy build VEH: SUV, silver or gray, possibly electric
	25-02017	04-05-25 SAT 0000-1130	1700 blk. S. Catalina Ave.	Honda Civic, sedan, white Property taken from parked vehicle. Loss: Parking permit sticker #602.
Stolen Vehicle 10851 VC	25-02138	04-14-25 MON 1830-1845	2600 blk. Ruhland Ave.	2019 Kawasaki KX100, Motorcycle/motorbike, green and white Recovered: Redondo Beach PD, 04-14-25 SUSP: MBA, 510 ht., slim build, nfd
	25-02075	04-06-25 04-11-25 SUN-FRI 2130-1430	300 blk. The Village	2013 Hyundai Elantra, SUV, sedan, blue, LIC: 7CKF899
VEI	HICLES	PREVIOU	JSLY REPORTE	D STOLEN - RECOVERED

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25-011	11 02-22-25 SAT 2130-2325	1800 blk. Hawthorne Blvd.	2018 Kia Soul, SUV, blue Recovered: Los Angeles SD, Century Station, 04-16-25

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REDONDO BEACH POLICE DEPARTMENT

Crime Analysis Unit, 401 Diamond Ave., Redondo Beach, CA 90277 (310) 697-3518

PART I Re-Cap

April 18 - 24, 2025

THIS RE-CAP IS A SUMMARY LISTING OF ALL PART-1 CRIMES OCCURRING IN REDONDO BEACH. IT IS NOT INTENDED TO BE A TOTAL STATISTICAL REPRESENTATION OF ALL PART-1 CRIMES. CERTAIN CRIMES MAY BE OMITTED, INCLUDING, BUT NOT LIMITED TO, CASES WHERE THERE IS AN ON-GOING INVESTIGATION OR CONFIDENTIALITY IS REQUESTED.

CRIME				
Burglary 459 PC Residential	25-02159	04-16-25 WED 1030-1050	400 blk. S. Prospect Ave.	Entry into secured mailbox area of residential complex by unknown means to take property. Loss: (4) packages. SUSP: MA, ethnicity unknown VEH: 2012 Nissan Altima, gray
	25-02190	04-17-25 04-18-25 THU-FRI 2000-0300	700 blk N. Lucia Ave.	Entry into locked detached garage by forcing door open and damaging the frame to take property; security alarm was activated and suspects fled. No loss reported.
Burglary 459 PC Vehicle	25-02241	04-21-25 MON 0200-0345	Avenue A & PCH	2018 Infiniti Q50, SUV, sedan, black Entry into locked vehicle via driver's side window smash to take property. Loss: Vehicle cover.
	25-02201	04-18-25 FRI 1610-1620	1800 blk. Hawthorne Blvd.	2018 Nissan Rogue, SUV, black Entry into locked vehicle via rear driver's side window smash to take property. Loss: Samsung Galaxy ultra thin cell phone.
Taken From Vehicle	25-02237	04-20-25 SUN 1300-1445	1800 blk. Esplanade	2019 Acura MDX, SUV, gray Entry into possibly unlocked vehicle to take property. Loss: Costco membership card, (5) credit/debit cards, U.S. currency and wallet.
	25-02175	04-16-25 04-17-25 WED-THU 1800-0900	1600 blk. Carver St.	Volvo XC90 Entry into unlocked vehicle to take property. Loss: golf bag and gold golf clubs.
Stolen Vehicle 10851 VC	25-02211	04-18-25 04-19-25 FRI-SAT 2130-1000	1800 blk. Clark Ln.	2019 Jeep Rubicon, SUV, gray Recovered: Long Beach PD, 04-20-25
	25-02172	04-16-25 04-17-25 WED-THU 2130-0630	2400 blk. Marine Ave.	2025 Jeep Wrangler, SUV, sedan, dark green, LIC: CPW9101
VE	HICLES	PREVIOU	JSLY REPORTE	D STOLEN - RECOVERED
	25-01940	04-03-25 04-04-25 THU-FRI 1800-1019	200 blk. Avenue G	2016 Hyundai Tucson SUV, silver Recovered: Redondo Beach PD, 04-18-25

PRESS RELEASE

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REDONDO BEACH POLICE DEPARTMENT

Crime Analysis Unit, 401 Diamond Ave., Redondo Beach, CA 90277 (310) 697-3518

PART I Re-Cap

April 25 - May 01, 2025

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THIS RE-CAP IS A SUMMARY LISTING OF ALL PART-1 CRIMES OCCURRING IN REDONDO BEACH. IT IS NOT INTENDED TO BE A TOTAL STATISTICAL REPRESENTATION OF ALL PART-1 CRIMES. CERTAIN CRIMES MAY BE OMITTED, INCLUDING, BUT NOT LIMITED TO, CASES WHERE THERE IS AN ON-GOING INVESTIGATION OR CONFIDENTIALITY IS REQUESTED.

CRIME				
Robbery 211 PC Estes	25-02429	04-29-25 TUE 2230-2331	2600 blk. Artesia Blvd.	Suspect entered open business; selected merchandise and didn't pay for it. Employee stopped suspect who then pushed him to the floor; grabbed and damaged his phone and then fled. Loss: Pint of ice cream. SUSP/ARR: MWA
	25-02281	04-23-25 WED 1217-1256	300 blk. S. PCH	Suspects entered open store with empty shopping bags; they selected merchandise and tried to leave without paying for items. Employee confronted them and was threatened verbally. Loss: (28) Misc. body care products. SUSP: FB, age unknown SUSP/ARR: MBA
Burglary 459 PC Commercial	25-02423	04-29-25 TUE 0401-0404	600 blk Esplanade	Suspect entered lobby of residential complex and opened all the mailboxes possibly using a U.S. Postal Service master key to take property. Loss: Misc. mail items. SUSP: MWA, bald
	25-02365	04-26-25 SAT 1100-1440	400 blk. PCH	Entry into subterranean parking garage to take property secured with cable lock by cutting lock. Loss: Rad Power electric bike.
Burglary 459 PC Residential	25-02394	04-04-25 FRI 0745-0800	1300 blk. S. Gertruda Ave.	Entry into backyard of residence via unlocked gate to take property; neighbor confronted suspect and asked him to leave. Loss: (2) Dumbbells. SUSP: MA, age 35, ethnicity unknown, 601 ht. VEH: 2007 Kia Sorento, SUV, red
	25-02354	04-25-25 04-26-25 FRI-SAT 1900-0700	200 blk. S. Broadway	Entry into underground parking garage for residence to take locked property by cutting off lock. Loss: Specialized Allez Elite bicycle.
	25-02319	04-24-25 THU 0700-1600	500 blk. Esplanade	Entry into subterranean parking garage for residence to take property by cutting cable lock. Loss: Hop Think electric bicycle.
	25-02317 Attempt	04-25-25 FRI 1100-1500	2500 blk. Carnegie Ln.	Suspect damaged front door handle and lock area in an attempt to take property from residence. No loss reported.
	25-02289	04-23-25 WED 1630-1749	2000 blk. Aviation Way	Entry into open garage to take property. Loss: Body board. SUSP/ARR: FH

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Burglary 459 PC Residential	25-02285	04-17-25 04-22-25 THU-TUE 1200-1500	600 blk. The Village	Entry into secured parking garage for residence to take property locked with kryptonite u-type lock with cable by cutting lock. Loss: (2) E-bikes.
	25-02129	03-02-25 04-13-25 SUN-SUN 0000-1200	800 blk. Hopkins Way	Entry into secure room at residence to take property by unknown means. Loss: Electra Amsterdam bicycle.
Burglary 459 PC Vehicle	25-02438	04-29-25 04-30-25 TUE-WED 2300-0855	2600 blk. Robinson St.	2017 Hyundai Elantra, SUV, sedan, red Entry into locked vehicle via front driver's side door by damaging lock mechanism to take property. Loss: U.S. coins.
	25-02437	04-29-25 04-30-25 TUE-WED 1930-0245	700 blk. Avenue C	2013 Toyota Prius, SUV, sedan, black Entry into locked vehicle via front driver's side window smash to take property. Loss: Misc. household goods (bed sheet sets, clothes pins, Christmas lights, wine glasses and case of water), U.S. passport and sunglasses.
	25-02435	04-30-25 WED 0000-0700	500 blk. Judy Dr.	2003 Ford F-250, pickup truck, white Entry into locked vehicle via rear driver's side window smash to take property. Loss: Misc. power tools.
	25-02434	04-29-25 04-30-25 TUE-WED 1500-0530	1900 blk. Plant Ave.	Chevrolet Express, SUV Van, white Entry into locked vehicle by drilling out lock at rear of vehicle to take property. Loss: (4) Misc. Milwaukee power tools, (12) Misc. DeWalt power tools, (3) Veto tool bags, (3) Fieldpiece tools, (10) Misc. Klein tools, Duffle bag with copper fittings and (2) Misc. Puller tools.
	25-02433	04-29-25 04-30-25 TUE-WED 1900-0600	600 blk. Avenue C	Toyota Tundra, pickup truck, gray Property taken from truck bed by cutting lock from toolbox. Loss: Misc. tools.
	25-02328	04-24-25 04-25-25 THU-FRI 1600-0830	2600 blk. Grant Ave.	2010 Dodge Ram, pickup truck, gray Entry into locked vehicle via rear driver's side window smash to take property. Loss: DeWalt leaf blower and battery and Bosch hammer.
Taken From Vehicle	25-02405	04-23-25 04-28-25 WED-MON 1730-1730	2600 blk. Vanderbilt Ln.	Audi A5, SUV, sedan, black Entry into possibly unlocked vehicle to take property. Loss: (7) Cobra Rad Speed golf clubs, (2) Cleveland golf clubs, 3-Wood Ping G425 golf club, tailor made golf driver, tailor made hybrid sim 2 golf club, Ping putter club, Titlist golf bag, towel, (20) golf balls, range finder, jacket and (15) ball markers.
Stolen Vehicle 10851 VC	25-02439	04-30-25 WED 0755	600 blk., S. Prospect Ave.	2000 Ford, truck, tractor wheel type, white Recovered: Los Angeles PD, 05-02-25
	25-02370 Attempt	04-26-25 SAT	Ives Ln. & Ripley Ave.	2000 BMW 323 Ci, sedan, black Suspect attempted to take vehicle by tampering

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RBPD Form 290 rev. 11/96



Memorandum

To: Public Safety Commission

From: Officer K. Lofstrom, Community Services Unit

Date: May 19th, 2025

RE: Community Policing Events and Activities

Neighborhood Watch:

• Currently there are (147) Neighborhood Watch Block Captains covering (188) blocks in the City of Redondo Beach.

Events:

- OCSA Graduation Memorial Run April 23rd, 2025, 9AM @ OCSRTA.
- Harlem Wizards Game April 27th, 2025, 5PM @ RUHS.
- Run Hide Fight April 28th, 2025, 9AM-11AM @ Quantimetrix.
- Youth Commission Teens in Policing April 29th, 2025, 6PM @ Council Chambers.
- Tulita Heroes Day May 1st, 2025, 10AM @ Tulita Elementary.
- Citizens Police Academy Grad Class 51 May 17th, 2025

Upcoming Events:

- DVV Service Provider Meeting RHF May 27th, 2025, 10AM @ RBPD Annex.
- Coffee with a Cop May 29th, 2025, 930AM-1130AM @ Mychal's Café.
- Law Enforcement Torch Run June, 2nd 2025
- RUHS Graduation June 12th, 2025, 3PM @ RUHS.
- Teens in Policing Opening Session June 18th, 2025, 2PM @ RBPD Annex.
- UCLA Blood Drive July 16th, 2025, 11AM-4PM @ RB Main Library.
- LACPCA K9 Show July 26th, 2025, 1PM-3PM @ RUHS Seahawk Bowl.
- National Night Out August 9th, 2025, 3PM-7PM @ RBPAC.

Officer Kyle Lofstrom Redondo Beach Community Services Unit 310-697-3625 kyle.lofstrom@redondo.org



INTER-OFFICE MEMORANDUM

DATE: May 1, 2025

- TO: Public Safety Commission
- FROM: Ken Barela (VIP #85)
- SUBJECT: Volunteers in Policing (VIP) April 2025

The VIPs contributed the following Hours of Service in April 2025.

VIP Hours of Service Year to Date 2025: **1257** Patrol Calls of Service year to Date 2025: **4070**

NAME	VIP	2025 Total Hrs
Stimson, Jeni	37	107
Rengo, Susan	57	183
Campbell, David	59	76
Mainwaring, James	70	2
Rotberg, Sheldon	73	62
Shigio, Rick	78	184
Franko, Avi	81	71
Waldstein, Laurence	82	89
Sutton, Jeffrey	83	91
Mitchell, Norma	84	87
Barela, Ken	85	102
Fink, Joel	86	78
Moy, Lina	88	10
Sims, Becky	100	49
Durham, Judy	103	66
TOTAL		1257

CALLS	2025 TOTAL
Cites	10
Warnings	2
Graffiti	17
Parks/Parkettes	467
School/Day Care	1023
Senior Centers	264
General Patrols	1412
Vacation Check	64
Court / DA	58
Probation Run	7
Inglewood Run	1
Subpoenas	40
Downtown Court	0
Deliveries	3
Traffic Control	1
Crossing Guard	7
Gas Stations	66
Citizen Assist	0
Foot Patrol	0
Pier	0
Cold Cases	0
Administrative	454
Crime Analysis	174
TOTAL	4070



J.3., File # PS25-0741

Meeting Date: 5/19/2025

<u>TITLE</u>

DISCUSSION OF RECENT UPDATES ON ENHANCED RESPONSE TO HOMELESSNESS



J.4., File # PS25-0743

Meeting Date: 5/19/2025

<u>TITLE</u>

DISCUSSION ON JUVENILE DELINQUENCY



K.1., File # PS25-0744

Meeting Date: 5/19/2025

<u>TITLE</u>

PENDING ITEMS APPROVED BY COMMISSION



Memorandum

To: Public Safety Commission

From: Officer K. Lofstrom, Community Services Unit

Date: May 19th, 2025

RE: Member Items for Future Agenda

Member Items: As of 5/19/2025

- City Council Presence to Speak to the Commission regarding Expectations and Partnerships* – Approved by Commission 10/21/2024
- Discussion regarding Street Racing* Approved by Commission 1/23/2025
- Discussion regarding Cannabis Approved by Commission 1/23/2025 (Voted to appear in June meeting 3/17/2025).
- Discussion regarding Smoke Shops Approved by Commission 1/23/2025 (Voted to appear in June meeting 3/17/2025).
- Discussion and Moonstone Update Approved by Commission 4/28/2025 for July Regular Meeting.

* - Denotes an item requiring outside cooperation, scheduling and presence.

Officer Kyle Lofstrom Redondo Beach Community Services Unit 310-697-3625 kyle.lofstrom@redondo.org