

**CITY OF REDONDO BEACH  
PUBLIC WORKS, SAFETY AND SUSTAINABILITY COMMISSION AGENDA  
Monday, June 22, 2026**

**415 DIAMOND STREET, REDONDO BEACH**

**CITY COUNCIL CHAMBER**

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

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

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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. Jesse.Reyes@redondo.org

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

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

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

- E.1. [BLUE FOLDER](#)**

- F. CONSENT CALENDAR**

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

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

- F.2. [APPROVE THE PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION MEETING MINUTES FOR THE APRIL 27, 2026 REGULAR MEETING](#)**

- F.3. [RECEIVE AND FILE THE MONTHLY UPDATE TO THE CITY'S STRATEGIC PLAN](#)**

- G. EXCLUDED CONSENT CALENDAR ITEMS**

- H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

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

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

- I. ITEMS CONTINUED FROM PREVIOUS AGENDAS**

- J. ITEMS FOR DISCUSSION PRIOR TO ACTION**

- J.1. [DISCUSSION AND POSSIBLE ACTION REGARDING THE INSTALLATION OF SPEED CUSHIONS ALONG THE 300 BLOCK OF AVENUE F](#)**

- J.2. [UPDATE AND FINAL DESIGN FOR PALOS VERDES BOULEVARD PROTECTED BIKE LANES](#)**

**K. COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS**

**L. ADJOURNMENT**

*The next meeting of the Redondo Beach Public Works, Safety, and Sustainability Commission will be a regular meeting to be held at 7:00 p.m. on July 27, 2026, 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](http://www.redondo.org) under the City Clerk.*



# Administrative Report

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E.1., File # PWSS26-0749

Meeting Date: 6/22/2026

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**TITLE**  
**BLUE FOLDER**



# Administrative Report

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F.1., File # PWSS26-0750

Meeting Date: 6/22/2026

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**TITLE**

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

# PROOF OF POSTING

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

Agenda Dated June 22, 2026

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

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

Posted on: June 18, 2026 at 1:00 pm  
(date) (hour)

Posted at: DOOR "1" BULLETIN BOARD

and at CITY CLERK'S OFFICE

*Jessica Handlin, Analyst*

06/18/2026  
Date



# Administrative Report

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F.2., File # PWSS26-0751

Meeting Date: 6/22/2026

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**TITLE**

APPROVE THE PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION MEETING  
MINUTES FOR THE APRIL 27, 2026 REGULAR MEETING



**A. CALL TO ORDER**

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

**B. ROLL CALL**

Commissioners Present: Simpson, Bajaj, Nafissi, Beeli, Chair Arrata, Vice Chair Anderson (arrived at 7:02 p.m.)

Commissioners Absent: Tsao

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

**C. SALUTE TO THE FLAG**

Commissioner Nafissi led in the salute to the flag.

**D. APPROVE ORDER OF AGENDA**

Motion by Commissioner Bajaj, seconded by Commissioner Simpson, to approve the order of the agenda as presented.

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

**E. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS**

**E.1. BLUE FOLDER**

Capital Projects Program Manager Reyes reported one Blue Folder item for H.

Motion by Commissioner Nafissi, seconded by Vice Chair Anderson, to receive and file the Blue Folder item.

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

**F. CONSENT CALENDAR**

**F.1. APPROVE AFFIDAVIT OF POSTING FOR THE PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION MEETING**

**F.2. APPROVE THE PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION MEETING MINUTES FOR THE MARCH 23, 2026 REGULAR MEETING**

**F.3. RECEIVE AND FILE STATUS UPDATES ON PROJECTS DISCUSSED AT THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION**

**F.4. RECEIVE AND FILE THE MONTHLY UPDATE TO THE CITY'S STRATEGIC PLAN**

Motion by Commissioner Bajaj, seconded by Commissioner Simpson, to accept the Consent Calendar.

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

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

**G. EXCLUDED CONSENT CALENDAR ITEMS - None**

**H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

**H.1. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

Jimmy Erickson, District 1, spoke about the lack of EV chargers in the City; reported that there are 41 public chargers in Redondo Beach, Hermosa Beach has 57, Manhattan Beach has 119, and Torrance has over 250; commented that Redondo Beach is behind all the neighboring cities; noted that he lives in a rental and he relies on public charging stations; stated that he did some research and found options for the City to explore: a \$79 million Federal grant through the California Energy Commission available for municipalities, the CALeVIP Program, and EVgo ChargePoint; commented that Redondo Beach also needs to invest in a green future for residents and visitors; stated he would leave his references and the information for the programs.

Motion by Commissioner Beeli seconded by Commissioner Bajaj, to receive and file the materials.

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

**I. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None**

**J. ITEMS FOR DISCUSSION PRIOR TO ACTION**

**J.1. DISCUSSION REGARDING THE PROPOSED BUDGET FOR FY 2026-27**

City Manager Witzansky reported that the City staff is preparing their next fiscal year budget, which will be delivered to the City Council in the next few weeks and they will deliberate on it over the three hearings scheduled in June; announced he didn't have a

lot to share with regards to current revenue estimates and expenditures but that they are hoping not to draw from reserves this year in order to balance one-time and ongoing initiatives; stated that he is not going to recommend any cuts but may require a flexible hiring freeze in order to stay balanced; reported that they are seeing some improvements to the City's overall expenditure structure, the UAL has plateaued, and CalPERS forecasts are fairly positive over the next few years; mentioned those forecasts could change; stated that they have continued growth in property taxes but continue to see soft TOT revenue, which is their biggest weakness in their revenue stream currently; spoke about the upcoming events, such as the World Cup and Olympics, and hoped those would help with TOT revenue by 2027-28; turned the floor back over to the Commission for input.

Chair Arrata asked the City Manager to explain TOT.

City Manager Witzansky replied that it stands for Transient Occupancy Tax and that the current hotel tax rate is 12% on all stays on overnight guest rates, noted that the City Council gave staff direction last year to put on next March's ballot a TOT initiative to potentially increase that rate up 2%; stated the City is well short of the normal annual General Fund revenue they would see in a peak year.

Commissioner Nafissi stated the City had had a strong relationship with the airlines in the past and their employees would stay in the City and asked if that is still happening.

City Manager Witzansky responded that Sonesta still maintains strong relationships with the airline industry and other hotels as well but it is not as strong as it used to be.

Commissioner Nafissi suggested the City work with the Chamber to try to generate more stays with the airline industry.

Discussion followed.

Chair Arrata asked the City Manager if he felt the rate per night at the hotels was affecting hotel occupancy or is it reduced travel.

City Manager Witzansky replied that the average daily rate (ADR) is down from its peak and thought it was a reflection of the region; noted that all the neighboring cities have been affected.

Commissioner Beeli asked if the City had looked into Airbnb stays.

City Manager Witzansky responded that short-term rentals are still prohibited by the City's municipal code and based on their last policy discussion were not revisiting it.

Commissioner Nafissi commented that they should consider it for the World Cup.

City Manager Witzansky explained that the challenge the City faces is the prohibition predates the Coastal Act and if they undo it they would be subject to LCP requirements, and to put it back in place they would have to seek approval from the Coastal

Commission.

Commissioner Nafissi stated that she had heard that the California Coastal Commission was being more forgiving in areas that were impacted by the fires, noted there may be an argument that they want to open up housing to support the wildfires.

City Manager Witzansky reported that they sent letters out to those who are still advertising VRBO against the prohibition in the code and let them know they could make the homes available for 30 days or longer due to families in need of housing because of displacement from the wildfires; noted that there are two State departments with competing interests one for longer term housing and the other for short-term rentals but HCD seems to have the stronger hand and is pushing for more housing as the dominant policy initiative; commented that legislation may restrict short-term rentals across the state because they want to put it into more permanent housing stock.

Commissioner Anderson acknowledged the war in Iran has caused uncertainty in pricing and asked the City Manager how he is managing the budget for next year.

City Manager Witzansky noted that they have seen inflationary pressures in some of their maintenance contracts, such as tree trimming and other service contracts in public works; stated they may need to make some cuts to those contracts and have services done less than they have in the past.

Commissioner Anderson referenced the elevated Hawthorne alignment selected by Metro and asked how the City will be working with Metro to anticipate the improvements in the connectivity between the two main areas: Redondo Beach Station and near the mall.

City Manager Witzansky stated that the City has indicated to Metro that they will do everything they could to expedite design review and permitting where appropriate for the City to do so; noted that due to the new alignment the City does not have a lot of right-of-way in play and explained that the City only has a few small portions of the stretch for oversight; stated that Lawndale and Torrance are the two primary agencies for that project.

Discussion followed.

City Traffic Engineer Liu added that the consultant working with Metro on the first last mile connections has been working with the City on concepts already.

Commissioner Bajaj asked where sales tax comes into play for the City, how is the forecast for this year compared to previous years, and are more businesses opening up in the City than businesses closing.

City Manager Witzansky responded that sales tax is generally flat year over year, which is not helpful for the City, and stated that the biggest weakness in the City's sales tax is the Galleria; reported that the Galleria is performing at about 20% of its historic capacity; explained that sales tax for the region goes into the "County pool" for online purchases

and not to the City the goods were delivered to, then the County distributes the sales tax based on the City's performance in a "brick and mortar" basis vs all the other cities in LA; noted the weak sales of the Galleria also affects what they receive from the "County pool" and that is another reason they have tried all they can to entitle and incentivize the Galleria project; stated that the restaurants in the City do well but it's the big retail stores that would provide the larger amounts in sales tax; stated the City is doing well opening businesses and helping businesses get online, which helps provide local jobs; stated Impulse Space, Northrop, and another company coming in from El Segundo as examples of businesses that bring activity to the City but not a lot of retail; commented that the Galleria site will most likely become a village residential type complex with retail, service, and entertainment.

Commissioner Nafissi said she would like to hear more strategies on how the City can engage car dealerships to come to Redondo Beach since there would be low impact to residents and the sales tax would be significant.

City Manager Witzansky reported that there is a state law that prohibits "poaching" from neighborhoods; explained that cities can't use tax to incentivize businesses to move from one adjacent community to another; said it can happen organically if a business is looking to move or expand but the City cannot actively solicit or use tax incentive to encourage.

Commissioner Nafissi commented on cities that are very successful but noted they have a lot of space which helps them be successful; suggested the City think more broadly since cars can be purchased online these days; requested the exploration of the safe and sound wall in the 500-600 block of Prospect and if there was a solution that could fit within the current budget.

City Manager Witzansky confirmed the City is aware of the request and they have looked at options; stated that it is not an easy environment to build given the terrain, they have done some enforcement work to help slow down speeds on Prospect, but noted that it is a matter of capital resources for them to build the sound wall.

Discussion followed regarding the noise levels of that area and the future construction of the BCHD build.

Commissioner Beeli asked if the City has considered doing what LAX has done by offering windows as sound mitigation to help residents.

City Manager Witzansky commented that it is an interesting option but questioned the number of residents that would need them; stated it all comes down to funding for the City.

Chair Arrata asked how the City is doing on streamlining permitting for small businesses, targeted fee reductions or deferrals for new and vacant storefront occupancy, and the pilot incentive programs supporting sustainability upgrades and commercial corridor activation.

City Manager Witzansky stated that the Community Development Department led by

Director Wiener created objectives and goals for permitting cycles and supplemented their workforce with third party plan check contractors; reported that their plan check turnaround has reduced from 6 to 8 weeks to less than 10 days; noted that they have spent a lot of time on the AACAP and recently eliminated parking requirements for businesses to help solve issues developers were having in trying to comply with old parking requirements, they are discussing FAR changes, and brought in a firm called AREAS to help the City assess owners along Artesia Blvd., especially absentee trustee owners of land that aren't connected to Redondo Beach and have no stake in the City; provided more details on how AREAS would help locate decision makers for the properties that are on Artesia so they can explain the AACAP vision and hopefully pair them with the right tenants for the property; mentioned that the City entitled GrubHaus and the Galleria and have helped with permitting but the projects are stalled due to capital issues and macroeconomic issues; thanked the Commission and stated they would consider their suggestions.

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

## **J.2. PROJECT UPDATE AND DISCUSSION OF TRAFFIC SIGNAL AND CURB RAMP REPLACEMENTS ALONG PROSPECT AVENUE**

City Traffic Engineer Ryan Liu explained that periodic replacement due to wear and tear are normal but they also have new standards for curb ramps and pedestrian signals that are driving some of the replacement on Prospect, which include ADA, PROWAG, signal timing standards, larger pole foundation requirements from Caltrans, and advancements in traffic detection; stated it is also a good opportunity for the City to update signal timing to current traffic conditions and address complaints regarding signal timing at Del Amo and Prospect; noted the newer traffic signals can also be monitored remotely from City Hall; stated, per City Council policy, they are adding leading pedestrian intervals at signals that currently can't handle that type of capability; showed examples of obsolete equipment which included antiquated signal poles, pedestrian push buttons, and corroded poles; reported that current ADA requires precise positioning between the pedestrian push buttons, the sidewalks, and the ramps; provided a map showing all the existing traffic signals along Prospect that will be replaced; reported that the current effort is fully funded through the design phase through Measure M and that the City will be seeking Measure M funding for the construction of the project as well; noted that the 60% signal plans and striping plans for the project were included in the agenda packet; stated that the most visible changes to the public will be the larger pole diameters and foundations, current traffic signal and intersections will have two ramps per corner wherever feasible, and they will put in curb extensions when possible; reported that the project also included installing flashing yellow arrow left turns near the schools, which also allows them to program time of day restrictions for unprotected left turns; reported that the change will also accommodate the requests for left turn signals on the southbound left at Del Amo and Prospect and they will remove the split phasing on Del Amo; stated they will also reconfigure the eastbound approach at Del Amo and Prospect to provide a second trough lane and they will add leading pedestrian intervals for all major crossings, and improve bicycle detection and feedback for bicycle users; noted that they are piloting a bicycle

detection at Artesia and Rindge and showed an example of it; provided more slides with examples of scenarios the City did not want to follow and stated they would like to do more curb extensions/bulb outs at all the new signalized intersections; stated that curb extensions shorten the pedestrian crossings, make it safer and more efficient, decreases daylighting zone, improves visibility and also reduces the chances of running into utility conflicts during construction; noted that the curb extension might be the only feasible way to comply with current state and federal standards; noted they don't expect the project to prevent the installation of bicycle lanes on Prospect if the City Council decides to pursue a study in the future, the purpose of the project is to modernize and enhance the traffic signals and do the required curb ramp replacements, and the signal pole mast arms will be sized for future improvements; provided examples of the curb extensions and pole complexities; reported that they are making comments on the 60% plans since they want more aggressive curb extensions and more aggressive bulb outs to reduce utility conflicts; stated staff's recommendations were to receive and file, provide staff with any comments or suggestions that would be feasible to include in the project for Prospect Ave., and other recommendations, if any, from the Commission.

Commissioner Bajaj commended Traffic Engineer Liu's efforts to work towards the curb extensions and agreed it would be a better design to accommodate all the new equipment.

City Traffic Engineer Liu noted that other engineers throughout the country are trying to deal with the new standards, felt that the curb extension route is the best chance of avoiding the confusion for the average pedestrian that the ADA compliant ramps cause.

Commissioner Anderson asked if the City is confident that they will get full funding from Metro upon finishing the design plans.

City Traffic Engineer Liu responded that by incorporating a lot of pedestrian enhancements they have a better chance of receiving Measure M funding; stated that the SBCCOG has been trying to prioritize funding for existing projects and this is an existing project that would improve safety for pedestrians, which improves their chances at funding.

Commissioner Anderson asked if the City is considering doing the project in stages due to funding (City Traffic Engineer Liu replied yes); noted that in the report it was difficult to track the level of service vs the future level of service; suggested it would help, on a benefit cost analysis, if staff could show the existing level of service vs the future level of service plus the cost and then create a prioritization list of the intersections in the project; commented that it was hard for him to tell which would be the best ones to prioritize in the traffic report.

City Traffic Engineer Liu stated as staff went through the traffic study process, they did not see major change and tried to avoid any; said when it comes to prioritizing locations they will focus on the ones with the most antiquated signal poles.

Commissioner Anderson asked if there was a reason future traffic count numbers were

not in the report.

City Traffic Engineer Liu responded that staff did incorporate a modest growth rate in traffic in their assumptions.

Chair Arrata voiced concern that bicyclists would rely on the bike light indicator system and wondered if there would be a default in case of an outage.

City Traffic Engineer Liu stated the indication light is not a traffic control device or even a warning; explained that the device is only to indicate to a cyclist that the signal sees them and they don't need to push the button or run the red light.

More discussion followed.

Commissioner Anderson referenced complaints due to sight line issues from the new Caltrans poles from unhappy constituents.

City Traffic Engineer Liu responded that residents at Torrance and Catalina are unhappy with the large increase in pole diameter since it blocks their view of the upper floors in the multi-family homes; reported that it cannot be avoided since the signal has a mast arm that reaches across a very wide street.

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

Chair Arrata invited public comment.

Alex Kleinman, District 3, reported that he is a cyclist and he rides with his children to school most mornings; spoke in support of the project, notably the curb extensions, the leading pedestrian intervals, the improved bicycle detection, and the signal feedback device; reported that the equipment that has already been installed works great and was very appreciative of the City's efforts; asked the Commission to continue to encourage the progress along Prospect and hoped to see a study done to install bike lanes along Prospect.

Capital Projects Program Manager Reyes reported no other public comment on Zoom and no eComments.

Motion by Commissioner Simpson, seconded by Commissioner Bajaj, to receive and file.

Motion carried 6-0 by voice vote.

### **J.3. RECEIVE AND FILE REPORT ON THE FULTON PLAYFIELD MULTI-BENEFIT INFILTRATION PROJECT, JOB NO. 60280**

City Engineer Lauren Sablan explained that the project presented that evening is a collaborative effort between Redondo, Hermosa, Manhattan, Torrance, and the LA County Flood Control District to develop the Watershed Management Plan; noted that each agency has their own targets and projects in the Watershed Management Plan to comply with state requirements, the project is included in the City's approved Watershed

Management program, and is a high priority regional project to reduce pollutants in the Santa Monica Bay; provided a slide showing the drainage area that would benefit from the project; noted the key benefits included pollution capture, flood management, and park enhancements such as an ocean friendly garden, heat island reduction effects, and installation of native landscaping; stated that currently the surface area is Fulton Playfield and below the field is the detention basin and diversion chamber used to prevent flooding; explained that the project will install 13 dry wells along the perimeter of the Playfield, the bio retention parkway, and the ocean friendly garden; stated a trench will be created in the bottom of the detention basin, which will carry the water to the dry wells, and will then percolate back into the earth; showed a slide with details of how the City plans to remove the parkway along Rindge; provided a slide titled Project Achievements and stated they anticipate 75% of capture of bacteria for the watershed would be infiltrated and diverted from the ocean and will be used to water the plants in the parkway and the garden, they will plant drought-tolerant native plants, and install 13 dry wells; explained that the dry wells would be 50 ft. deep and 6 ft. wide but only a man-hole will be visible from the surface; reported that staff along with the consultants did community outreach in February of 2024 at Valor Christian Academy and about 20 residents and other stakeholders attended; stated the feedback was for no exercise equipment and to keep the playfield with as much green space as possible; reported that the City's final design includes the preferences from the feedback of the residents; stated that the park will be closed during the hours of construction and a staging area (Rindge and Ripley) will limit some space but that the park will remain open when construction is not taking place; noted that they will coordinate with the contractor, the school, and communicate with the parents and staff once construction starts so they will know where the detours will be and any other information regarding the construction; spoke about a possible delay to the project due to funding but that the Regional Safe Clean Water Board increased their funding which allowed the project to proceed this year and why they brought the item forward that evening; reported that no General Funds were used and that the project is completely funded by Measure W; provided a slide with the estimated project schedule as follows:

- Bid Phase: April – May 2026
- Award Construction Contract: June 2026
- Construction Phase (120 working days): September 2026 – April 2027
- Accept Project as Complete: Summer 2027

City Engineer Sablan stated staff's recommendation is to receive and file the presentation.

Commissioner Anderson said he noticed an O&M budget line for \$349,000 in the Staff Report and asked if she could explain that further.

City Engineer Sablan explained that they have a 90-day maintenance period built into the contract so the plants should be more established by the time Deputy Public Works Director Mike Klein and his staff take over the maintenance and operations of the completed project.

Commissioner Beeli made a comment about the size of the dry wells being 6 ft. wide and 50 ft. deep.

City Engineer Sablan reported on average the City has gotten 30 ft. deep and hope to get to 50 ft. but once it gets sandy they consider the infiltration rate achieved.

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

Motion by Commissioner Anderson, seconded by Commissioner Simpson, to receive and file the presentation.

Motion carried 6-0-by voice vote.

## **K. COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS**

Commissioner Bajaj reported that he saw the new parking meters on Herondo and noticed there are two parallel parking spaces without meters and wondered if that was intentional or not.

City Traffic Engineer Liu said he would follow up with RBPD.

Commissioner Beeli asked about another dry well project by Anderson Park in District 5.

City Engineer Sablan noted that they had done a test dry well there, they have a combined project with Torrance on Green St., and the City is currently undergoing construction to install dry wells throughout the City as part of their Residential Street Rehab Project as well.

Commissioner Beeli commented that he was wondering how the City could handle the projects since the City is experiencing financial woes.

Capital Projects Program Manager Reyes added that their local Measure W money is being used, and the projects aren't touching the City's discretionary money; stated that the Measure W funds are meant for water quality infiltration projects.

Commissioner Bajaj asked if the turf would be torn up during the Fulton Project.

City Engineer Sablan replied that they don't anticipate much of the turf being removed or damaged and that most of the work will not be seen since it is being done in the detention basin.

Commissioner Anderson commented that the work will also take stress off of the existing storm drain infrastructure.

## **L. ADJOURNMENT**

Commissioner Bajaj noted that they are adjourning to June and wondered if they were cancelling May's meeting.

Capital Projects Program Manager Reyes confirmed that May's meeting falls on Memorial Day and they don't have any pressing items to bring forward so they are cancelling the May meeting; announced that the City Manager will have a more robust conversation with the Budget & Finance Commission in May and if anyone from the PWSSC wants to attend that meeting individually they are welcome to attend; stated it would be a good opportunity to voice any comments or questions before the budget is adopted.

Motion by Commissioner Bajaj, seconded by Commissioner Beeli, to adjourn the meeting at 8:23 p.m.

Motion carried 6-0 by voice vote.

Chair Arrata announced the next meeting of the Redondo Beach Public Works, Safety, and Sustainability Commission will be a regular meeting to be held at 7:00 p.m. on June 22, 2026, 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:

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Andrew Winje  
Public Works Director



# Administrative Report

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F.3., File # PWSS26-0756

Meeting Date: 6/22/2026

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**To: PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION**

**From: DEPARTMENT OF PUBLIC WORKS**

## **TITLE**

RECEIVE AND FILE THE MONTHLY UPDATE TO THE CITY'S STRATEGIC PLAN

## **EXECUTIVE SUMMARY**

On March 31, 2026 the City Council held a strategic planning session to discuss and update the City's Strategic Plan. At the session, the Mayor and City Council considered recent accomplishments, completed a strengths, weaknesses, opportunities, and threats (SWOT) analysis, evaluated and adjusted the previously established three-year goals, and listed specific objectives for the upcoming planning period which was set for the next twelve-months. On June 16, 2026, the City Council approved the monthly update to the Strategic Plan Priority Areas and 12-Month Objectives adopted on May 5, 2026. A copy of this item is attached.

The Public Works Department has been assigned as leads or partners for a number of goals under the following priority areas:

- Priority Area 1: Economic Vitality
- Priority Area 2: Public Safety and Community Well-Being
- Priority Area 3: Infrastructure and Public Spaces
- Priority Area 4: Customer-Centered Service Delivery
- Priority Area 5: Community Stewardship

Staff will continue to regularly update the Commission on progress made on this set of twelve-month objectives as periodic progress reports on the objectives are provided to the Council.

## **ATTACHMENTS**

- 2026-06-16 CC Monthly Update to Strategic Plan Objectives

# DRAFT Three-Year Priority Areas & 12-Month Objectives

March 2026 –March 2027

CM= City Manager ATCM=Assistant to City Manager CD=Community Development CS=Community Services FD=Fire Department FS=Financial Services HR=Human Resources IT=Information Technology LIB=Library PD=Police Department  
 PW=Public Works WED=Waterfront and Economic Development CA=City Attorney CC=City Clerk CT=City Treasurer

<b>Priority Area 1: Economic Vitality</b>							
<b>Goal 1.1 Enhance the Waterfront</b>							
#	When	Who	Objectives	Done	On Target	Revised	Notes
1	By January 1, 2027	WED	Discuss options to attract a new tenant for the former Gold Gym’s site and explore a potential land swap agreement to move the property out of the Tidelands Trust.		X		<i>A prospective Children’s Museum operator has expressed interest in the former Gold Gym’s site. Staff have explained the State Lands requirements and connected the group with the current lease holder.</i>
2	By September 1, 2026	WED	Advance lease negotiations for the former Fun Factory site and identify a prospective leaseholder/operator for a Waterfront Market Hall.		X		<i>Staff completed the Surplus Lands Act process for the former Fun Factory site and has prepared/transmitted an Exclusive Negotiating Agreement for consideration by the prospective tenant.</i>
3	By January 1, 2027	WED	Provide Boat Launch application coordination with DBW as required, advance designs, consider Coastal Commission and CDP requirements, and report back to City Council the results of the City’s funding request.		X		<i>Staff is Continuing to work with the City’s consultant to revise the cost estimate and provide updates to the Department of Boating and Waterways.</i>
4	By September 1, 2026	CS, PW	Finalize the design for Phase One of the Seaside Lagoon Reconstruction Project, complete the Coastal Development Permit application, submit it to the CA Coastal Commission, and advance construction drawings.				
5	By January 1, 2027	WED, CD	Complete the parking study related to adjusting the Local Coastal Program requirements for King Harbor Marina parking and present the results to the City Council.		X		<i>The parking study was kicked-off on May 19, 2026 with data collection expected to occur the first week of June.</i>
6	By March 1, 2027	FD, WED	Review and present to the City Council suggested updates to the City’s Municipal Code pertaining to Harbor/Marine safety regulations.				
7	By January 1, 2027	WED	Advance lease negotiations for possible reinvestment in businesses on the Monstad Pier.		X		<i>Discussions are underway with the lessee and the Community Development Department to advance new plans for the ground floor space previously occupied by Maison Riz.</i>
8	By January 1, 2027	PW	Explore opportunities to demolish the existing structure on the Joe’s Crab Shack site.				
9	By January 1, 2027	WED, CS	Provide a status report on efforts to enhance internal and external communications for Waterfront activities and events.				
10	By October 1, 2026	WED, CS	Work with the Harbor and Pier Associations to develop and improve Holiday Events in the Waterfront.		X		<i>City representatives participate in Harbor and Pier Association monthly meetings to</i>

							<i>continue discussions about upcoming events.</i>
11	By May 1, 2027	WED, FD	Present a report to the City Council comparing the City's harbor/marine management operating model/organizational structure to other municipal waterfront organizations.				

**Goal 1.2: Revitalize Artesia Boulevard**

#	When	Who	Objectives	Done	On Target	Revised	Notes
12	By January 1, 2027	CS, PW	Continue implementation of the ARTesia Strategic Plan including selection of artists and artworks for eventual installation.				
13	By August 1, 2026	CD	Prepare a Land Use Element and Zoning Ordinance related to adjusting the FAR Ratio and implementing rooftop dining and property investment incentives along the Artesia/Aviation Corridor, complete the related Article XVII analysis, and prepare the item for inclusion as part of a fall election.		X		<i>The items are scheduled for review by the City Council in July.</i>
14	By May 1, 2027	CD	Evaluate the effectiveness of eliminating commercial parking requirements along Artesia and Aviation Blvd. and present the results to the City Council.				
15	By May 1, 2027	CD	Utilize information from the AREAS Report to proactively seek investment on Artesia Blvd. by communicating vacancies to the business community.				

**Goal 1.3: Position Redondo Beach as a Destination for Business Investment**

#	When	Who	Objectives	Done	On Target	Revised	Notes
16	By May 1, 2027	CD	Prepare updates to the Municipal Code to improve the design and appearance of commercial signs and present them to the City Council for consideration along with options for a maintenance (blight prevention) ordinance to regulate storefront conditions.				
17	By May 1, 2027	MAYOR, CS, ATCM, Youth Commission	Continue developing plans and activities for the 2026 World Cup and LA28 Olympics.		X		<i>The Subcommittee evaluated multiple scenarios, and the most cost-effective option was to provide temporary TVs at the Seaside Lagoon for viewing of the 2026 World Cup.</i>
18	By November 1, 2026	WED, CD, ATCM, MAYOR+ COUNCIL SUBCOMM.	Present the findings from the AREAS study on identifying/recruiting new development and businesses to the Artesia and Aviation corridors to the City Council.				
19	By March 1, 2027	WED, CD, ATCM, MAYOR+ COUNCIL SUBCOMM.	Work to identify restaurant and hotel operators in the South Bay that could utilize vacant sites along the Artesia and Aviation corridors to develop new business ventures.				
20	By May 1, 2027	CD	Evaluate the current Land Use Tables and business permitting requirements in the Municipal Code and present options to the City Council to make the City more business friendly.				

**Goal 1.4 Enhance the City's Fiscal Sustainability**

21	By November 1, 2026	FS, CA, CT	Prepare a Ballot Measure for the March 2027 election to consider increasing the City's Transient Occupancy Rate.				
22	By November 1, 2026	CT, FS, CA	Review the City's UUT Ordinance and suggest possible updates in recognition of the outcome of the Disney vs. Santa Barbara case.				
23	By November 1, 2026	HR, FS, CA	Review and provide options to the City Council on possible adjustments to the City's General Liability Coverage and level of Self-Insured Retention.				
24	By February 1, 2027	PW	Review and provide updates to the City's Vehicle Replacement Policy/Program.		X		<i>Staff is researching modernized models that are in use in other jurisdictions.</i>
25	By January 1, 2027	FS, CT	Develop a streamlined process and structure to assess/collect business licenses fees from periodic special event vendors.				
26	By January 1, 2027	CD	Complete a DIF Study to establish a nexus between the cost of future facilities, vehicles, and equipment required by new growth and fees charged by the City.				
27	By May 1, 2027	FIN, CD	Review and enhance collection procedures to establish and enforce penalties for late payments to the City.				

**Future Goal 1.5: Revitalize the Pacific Coast Highway Corridor**

**Future Goal 1.6: Identify efforts to enhance business retention**

**Future Goal 1.7: Identify programs that have shown success on Artesia and report on steps to implement them on PCH**

## Priority Area 2: Public Safety and Community Well-Being

### Goal 2.1 Implement Measure FP (Reconstruct City Fire and Police Facilities)

#	When	Who	Objectives	Done	On Target	Revised	Notes
28	By September 1, 2026	ATCM	Continue Measure FP implementation, including securing a Design-Build Entity for both Fire and Police Facility replacement.		X		<i>The Measure FP Team has completed the proposal review process and plans to bring the recommended Design Build Entity contract to City Council for consideration of approval on July 7.</i>
29	By January 1, 2027	FS, ATCM, PW, IT, PD, FD, CT	Work with the City's Municipal Financial Advisor to issue bonds to design and construct the projects included in Measure FP.		X		<i>PRAG, the City's Municipal Advisor, is leading bi-weekly meetings with City staff and outside counsel to coordinate efforts in advance of bond issuance, which is expected in the Fall of 2026.</i>
30	By January 1, 2027	ATCM, CA	Prepare the selection guidelines and resolution to form a Citizens Oversight Committee to review bond-related expenditures.		X		<i>Staff is developing a structure for the Citizen's Advisory Committee and plans to provide a report to City Council prior to Bond issuance.</i>
31	By June 25, 2026	PW, PD, ATCM	Advance conceptual schematic designs for the Police Shooting Range to enhance construction readiness and prepare/submit the application for the 2026 DCIP funding cycle.		X		<i>Staff is coordinating the efforts of the City's grant consultant and the hired public safety facility architect to develop a revised grant application and facility design that best meets the updated requirements of the 2026 DCIP Grant Program. Finalization of the military letter of support and the City's grant application are on schedule and will be submitted by the grant deadline of June 25, 2026.</i>

### Goal 2.2: Strengthen the City's Mental Health Response and Community Support Systems

#	When	Who	Objectives	Done	On Target	Revised	Notes
32	By January 1, 2027	CA, FD, PD	Explore grant funding opportunities to continue deployment of a mental health clinician to provide targeted response to mental health-related incidents in the City.		X		<i>On May 5, 2026, the Council approved a resolution directing staff to submit a grant application to the CA Commission for Behavioral Health for the Innovation Partnership Fund with results expected to be announced in June. The City Attorney's Office is also exploring the possible use of Opioid Settlement Funds.</i>

### Goal 2.3: Further Enhance the City's Approach to Addressing Homelessness

#	When	Who	Objectives	Done	On Target	Revised	Notes
33	By September 1, 2026	PW, CA	Pursue funding to complete construction of the pallet shelter expansion project and revise plans to fit the project scope within available budget.		X		<i>Public Works staff is working with Southern CA Edison to right-size the site's electrical plan to bring project construction costs within available funding.</i>
34	By May 1, 2027	CS	Administer the updated Administrative Plan for family supportive housing as approved, update the waiting list process as directed by Council, and continue working with the County to identify family- and youth-supportive services and programs.				

35	By May 1, 2027	CS	Administer the Foster Youth voucher program in partnership with the County.				
36	By May 1, 2027	CA	Pursue grant funding opportunities to procure permanent family housing to expand the City's supportive housing options.		X		<i>On April 28, 2026, the City received an official award letter from HUD for \$250,000 for the Affordable Housing Acquisition to Lease program.</i>
<b>Goal 2.4: Continue to Enhance Public Safety, Emergency Response, and Community Resilience</b>							
#	When	Who	Objectives	Done	On Target	Revised	Notes
37	By August 1, 2026	PD	Update the City's Drone First Responder agreement with Aerodome after the company obtains the FAA certificate waiver for autonomous drone use.		X		<i>Fully autonomous flight was achieved in April 2026. The Police Department is coordinating a 7-day-a-week staffing schedule to support the program.</i>
38	By July 1, 2026	FD, ACTM	Complete and transmit the quote for the provision of Fire, Paramedic and Emergency Response Services for the City of Hermosa Beach.	X			<i>The draft quote was submitted to HB for review and initial feedback on June 5.</i>
39	By November 1, 2026	PD	Provide a report on the City traffic enforcement efforts, including E-Bikes, Truck Routes, Speeding/Stop Signs and Loud Vehicles.		X		<i>The Police Department is conducting regular targeted enforcement and will report to the City Council on these efforts in November.</i>

<b>Goal 3.1: Rehabilitate City Roads, Critical Public Facilities, and Infrastructure</b>							
#	When	Who	Objectives	Done	On Target	Revised	Notes
40	By January 1, 2027	PW	Procure and implement a facilities management software system and prepare an RFP to complete a facilities inventory and assessment.		X		<i>A software contract is under review by the City Attorney's Office, and staff expects to present the contract to Council for review in the next several months.</i>
41	By January 1, 2027	PW	Prepare a report to consider lane repurposing and corridor improvements for Catalina Ave., north of Pearl Street, as part of the City's Street Rehabilitation Program.		X		<i>Conceptual plans are nearing completion, and staff anticipates presenting the item to the PWSSC in the Fall of 2026.</i>
42	By May 1, 2027	PW, CD	Identify options to improve utility line maintenance and encourage undergrounding as part of new development.				
43	By December 1, 2027	ATCM	Provide a status report on internal efforts to improve contract development and review the City's template RFP&B docs to identify opportunities to enhance (statement of work) expectations of vendors.		X		<i>A total of six contract development and project management trainings will be provided to City staff by the end of 2026. An internal task force of City staff from multiple departments is actively working to update and improve the City's procurement process, including updating the Public Works Department's traditional RFP&amp;B documents. These efforts will be detailed in the staff report, which will be ready for City Council presentation in November.</i>
<b>Goal 3.2: Expand and Enhance Public Spaces, Amenities, and Programs</b>							

#	When	Who	Objectives	Done	On Target	Revised	Notes
44	By January 1, 2027	CS, PW	Execute the Wilderness Park Master Plan according to available funding and identify goals for the next phase of project improvements.				
45	By October 1, 2026	CS, PW	Complete procurement and installation of the Franklin Park all-abilities playground equipment.				
46	By January 1, 2027	CS, PW	Complete the layout design and procure three historic information signs for installation at Ito Park and provide a report to the Public Amenities Commission to develop a Plan for the next phase of improvements to Ito Park.				
47	By May 1, 2027	CS	Continue to develop programming for the Perry Park Teen Center in conjunction with the Youth Commission and teen facility users.				
48	By October 1, 2026	CM, ATCM, FS	Work with RBUSD to prepare property descriptions and subdivision map applications for new Anderson Park Senior Center and Alta Vista Park parcels.		X		<b><i>A engineer/survey firm has been retained by Public Works to complete the required work.</i></b>
49	By October 1, 2026	ATCM	Prepare a Request for Information to solicit local businesses to evaluate possible logo use, the costs for marketing and production, and the potential for design proficiency.		X		<b><i>The ATCM continues to work with outside legal counsel to finalize the City's trademark application. A draft RFI has been completed and will be ready for presentation in September.</i></b>
50	By May 1, 2027	CS, ATCM	Seek future funding opportunities for further improvements to the Herondo Open Space area and Seaside Lagoon.		X		<b><i>Staff continues to monitor grant opportunities and will consider submitting applications for future state and federal funding programs.</i></b>
51	By December 1, 2026	CS, PW	Advance efforts to develop the Aviation Park Pickleball facility and explore potential time-efficient procurement/construction methods along with opportunities to cultivate public/private partnerships.				

### Goal 3.3: Enhance Alternative Transportation Options

#	When	Who	Objectives	Done	On Target	Revised	Notes
52	By January 1, 2027	PW	Complete construction and hold a ribbon cutting for the City's Local Travel Network (LTN) Project.		X		<b><i>Installation is underway with anticipated project completion in Fall 2026.</i></b>
53	By January 1, 2027	PW	Prepare conceptual design alternatives for bike lane repainting to enhance bicycle safety on Redondo Beach/Vail Avenues and present a report to the City Council.		X		<b><i>A funding agreement with Metro has been approved, and staff anticipates design contract award in late Summer 2026.</i></b>
54	By January 1, 2027	PW	Continue design development of plans for the Metro Active Transportation (MAT) Project (Redondo Beach Blvd Corridor) and present the 60% design for the active transportation and micro-mobility projects to the PWSS Commission.		X		<b><i>Conceptual design (30%) is underway. The installation of a Temporary Fire Station at Grant and Inglewood may delay construction of the project in that area.</i></b>
55	By January 1, 2027	PW	Present conceptual design alternatives for Catalina Ave, through Riviera Village, to the PWSS Commission and City Council, including the possible addition of structured parking in the Riviera Village and the implementation of a longer-term outdoor dining program.		X		<b><i>Proposals were submitted for design services. A contract is anticipated for recommendation to City Council in the Summer of 2026.</i></b>
56	By May 1, 2027	PW	Collaborate with Hermosa Beach on a Parking Study and the potential for new Bike Lanes on Aviation Blvd.		X		<b><i>Staff has engaged the City of Hermosa Beach in preliminary conversations.</i></b>
57	By November 1, 2026	PW	Provide a progress report on Bicycle Master Plan implementation and continue to pursue collaboration with surrounding cities.		X		<b><i>Staff anticipates several new projects will be added over the summer and that many</i></b>

							<i>will include further collaboration with neighboring jurisdictions.</i>
<b>Future Goal 3.4: Develop Long-Range Plans to Modernize City Facilities, Including the Public Works Yard and City Hall</b>							

**Priority Area 4: Customer-Centered Service Delivery**

**Goal 4.1: Improve Customer Service by Expanding the City’s Use of Digital Tools and Online Services**

#	When	Who	Objectives	Done	On Target	Revised	Notes
58	August 1, 2026	CC, IT, ATCM	Complete implementation of the new Agenda Management System to streamline internal operations and allow for enhanced agenda forecasting.		X		<i>Staff are currently being trained on the new system with a tentative go-live scheduled for August 1.</i>
59	By May 1, 2027	CC, IT	Scan and archive City Records for the Departments, Phase 1 to include: Fire, City Attorney, Waterfront & Economic Development, Planning Division of Community Development, and the Transit Division of Community Services.		X		<i>Staff are currently scanning documents for the City Attorney’s Office and the Waterfront &amp; Economic Development Department.</i>
60	By August 1, 2026	CC, IT	Procure and implement a software solution to enhance workflow and reduce the burden of public records requests.		X		<i>JustFOIA has been purchased and the implementation kickoff meeting was held on June 2, 2026.</i>

61	By January 1, 2027	IT, ATCM	Utilize the internal Task Force's efforts to improve information included on the City website and continue evaluating tools to enhance the global search function through approved artificial intelligence tools.		X		<i>An internal task force of City staff has made substantial improvements to the City website and social media accounts since February. Social Media posts from all Department accounts will be shared / re-posted on the City's main page. Efforts are underway to broaden citywide department content.</i>
62	By January 1, 2027	ATCM	Provide a report on efforts of the Communications Team to consolidate information and increase visibility for local events and to coordinate the communication of key calendar events on the City website and through other means.		X		<i>The Communications Team is developing internal guidelines for coordinating/consolidating communication on the calendar of events page on the City's website and social media account.</i>
63	By May 1, 2027	IT	Develop an AI Strategic Plan to guide use by City officials (staff and elected) and provide a report on how AI tools can be utilized to promote productivity.		X		<i>Staff is developing internal AI policies and actively seeking tools that will improve internal operations.</i>

<b>Priority Area 5: Community Stewardship</b>							
<b>Goal 5.1: Advance Environmental Sustainability and Climate Resilience</b>							
#	When	Who	Objectives	Done	On Target	Revised	
64	By January 1, 2027	PW	Hire a consultant to study and update the City's Sewer System Management Plan and complete the first phase of CCTV inspection to prepare a condition assessment of the sewer system.		X		<i>A consulting services contract with Dudek, was approved by the City Council on June 9, 2026.</i>

65	By May 1, 2027	WED	Initiate a California Coastal Commission grant-funded effort to update the City's Local Coastal Program and complete a sea level rise vulnerability assessment.		X		<i>The project was kicked off with the consultant team on May 28, 2026.</i>
66	By May 1, 2027	PW	Provide a report on City tree wells and their availability for planting, and develop a mechanism to record trees planted on private property.				
<b>Goal 5.2: Preserve and Promote the City's Historic Resources and Neighborhood Character</b>							
#	When	Who	Objectives	Done	On Target	Revised	Notes
67	By January 1, 2027	CD, CA	Prepare a report for the City Council on cost/time-effective ways to update the City's Historic Resources List while maintaining a voluntary, consent-based, Historic Resources Program.				
68	By May 1, 2027	CD	Research potential changes to the City's Zoning Ordinance that would increase flexibility for parking regulations in Riviera Village and secure preferred uses for properties in the Village as well as other vital economic corridors, such as Pacific Coast Highway.				
69	By September 1, 2026	CS, CM, MAYOR, CC	Create a Mayor and City Council subcommittee to develop a City Park and City Facility renaming policy.				



# Administrative Report

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H.1., File # PWSS26-0752

Meeting Date: 6/22/2026

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**TITLE**

**PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**



# Administrative Report

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J.1., File # PWSS26-0753

Meeting Date: 6/22/2026

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**To: PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION**

**From: DEPARTMENT OF PUBLIC WORKS**

## **TITLE**

DISCUSSION AND POSSIBLE ACTION REGARDING THE INSTALLATION OF SPEED CUSHIONS ALONG THE 300 BLOCK OF AVENUE F

## **EXECUTIVE SUMMARY**

In response to resident requests, staff is recommending to install speed cushions along the 300 block of Avenue F between Pacific Coast Highway (PCH) and Palos Verdes Boulevard (PVB). In accordance with the City Council's policy for speed cushion requests, staff provided materials to the petitioners on the block to solicit feedback and approval. Residents provided 33 approval signatures out of the 39 addresses (~85%) on this block of Avenue F, which exceeds the two-thirds threshold required for further evaluation. Public Works Department engineers performed site visits and speed surveys as part of an engineering study in accordance with the City Council's policy. Based on these factors, staff recommends the installation of speed cushions (3 sets) along the 300 block of Avenue F and is seeking input from the public and the Public Works, Safety, and Sustainability Commission (PWSSC) before bringing the matter to City Council for final consideration.

## **BACKGROUND**

The 300 block of Avenue F runs northwest-southeast, where northwest is towards PCH and southeast is towards PVB. It is classified as a local street and has a 25-mph residential prima facie speed limit. It is approximately 40 feet wide with one travel lane in each direction that is separated by a dashed yellow centerline. Slopes on the street vary, with grades exceeding 8% near PCH. Parking is allowed on both sides of the street. The subject block is approximately 1,200 feet (1/4-mile) long and is controlled by a signal at PCH and an all-way stop at PVB. **Attachment 1** shows the subject block, existing intersection controls, and the addresses included in the petition survey. Speed cushions within the neighborhood exist just to the northeast on Avenue E and S Gertruda Avenue, streets of similar width and functional character. Fronting development along the block is primarily single-family residential. Sidewalks and curbs are present along the subject block.

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

## **DISCUSSION**

Staff received a request for speed cushions along this block in March 2026. The request is due to residents' concerns with vehicular speeds and traffic safety along this block, approximately 1,200 feet, that does not have other speed control devices.

Staff provided the City's official materials in accordance with City policy and resident petitioner(s) proceeded with soliciting neighbor feedback and approval. About 39-40 residences are located within the 300 block of Avenue F, and 26-27 signatures were required to advance the request. As of April 2026, the City received 33 approval signatures, and the City spot-checked signatures for address verification. Therefore, City staff deemed this step of the process complete.

The City has a list of technically-based installation criteria for speed cushions, which includes street classification, grades, horizontal alignment, speed limit, surveyed 85th percentile speed, and traffic volumes, shown in **Attachment 2**. Staff determined that the 300 block of Avenue F would qualify for speed cushions from a technical perspective. Most of the street's slope does not exceed 8% per City policy. Speed and volume surveys were performed by a third-party count vendor for one week (24 hours, 7 days) along the block in April/May 2026. Due to the length of the block, data was collected in two locations, approximately at 309-311 and 331-333 Avenue F. The data showed an average daily traffic volume (ADT) of approximately 1178 and 1209 vehicles per day along the subject block and an average two-way 85th percentile speed of 29 mph at #309-311 and 32 mph at #331-333. Therefore, the ADT is within the City's policy threshold maximum and the speeds meet the City's policy threshold minimum. **Attachment 3** shows a speed and volume summary table that summarizes data provided by the count vendor. The raw data can be made available if desired.

Based on the performed engineering technical studies and resident approvals in accordance with the City's policy, staff recommends proceeding with the installation of speed cushions along the 300 block of Avenue F.

After site visits by the City's engineers, three sets of speed cushions are proposed in front of the following addresses:

- 310 & 313-315 Ave F
- 327-329 & 322-324 Ave F
- 332 & 337 Ave F

These specific locations were determined to provide the most effective speed control along the subject block and are located outside of resident driveway curb cuts. The locations are also outside of segments of the roadway that exceed 8% in slope and also provide adequate visibility of speed cushions. The proposed locations section the 1,200-foot block into four segments of about 250-350 feet between speed cushions, signals, and stop signs. These segment lengths are within engineering industry recommendations and are similar to other installations around the City. Most residents living on Avenue F will need to traverse at least one or two sets of speed cushions when driving to and from their residence.

Speed cushions and associated signage and striping would be installed in accordance with the California Manual on Uniform Traffic Control Devices (CAMUTCD) and other relevant industry guidelines. Street parking removal would not be required upon installation of speed cushions along

this block. **Attachment 4** shows the proposed locations of the speed cushions.

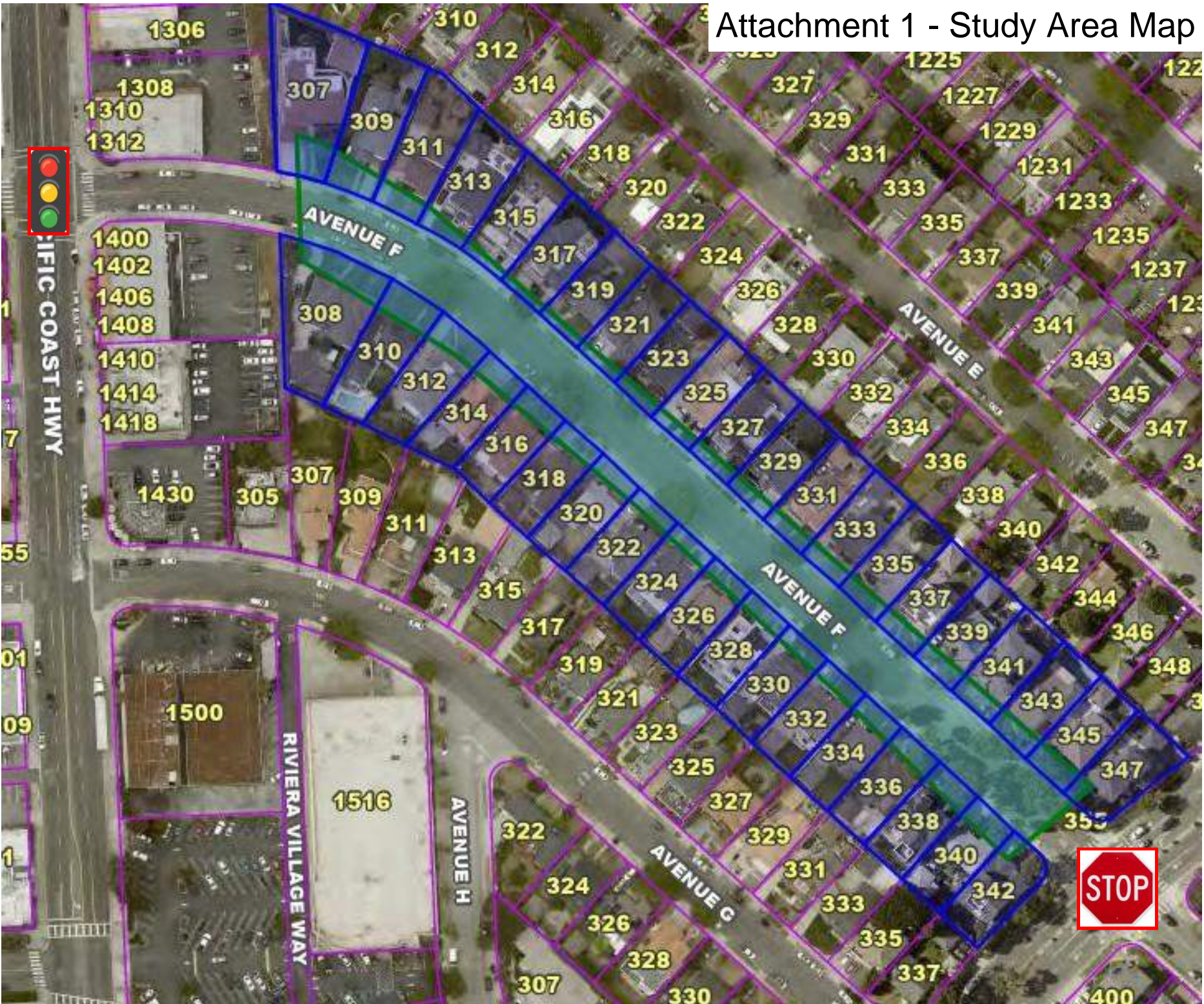
**COORDINATION**

Coordination of this report and associated analyses took place within the Public Works Department. Noticing of this meeting was provided to the residents and property owners of the subject block. Traffic data was collected by a third-party vendor.

**ATTACHMENTS**

- Attachment 1 - Study Area Map
- Attachment 2 - City Speed Cushion Policy and Criteria
- Attachment 3 - Speed and Volume Data Summary
- Attachment 4 - Proposed Speed Cushion Locations

Attachment 1 - Study Area Map





## **TRAFFIC CALMING - SPEED CUSHION INSTALLATION APPLICATION PROCESS**

### **1. Petition**

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

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

### **2. Installation Criteria**

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

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

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

3. *Number of Lanes*

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

4. *Street Grades*

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

5. *Street Alignment*

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

6. *Speed limit*

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

7. *Speed Survey*

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

8. *Traffic Volumes*

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

9. *Not on Exemption Routes*

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

**3. Approval Process**

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

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

#### **4. Removal Process**

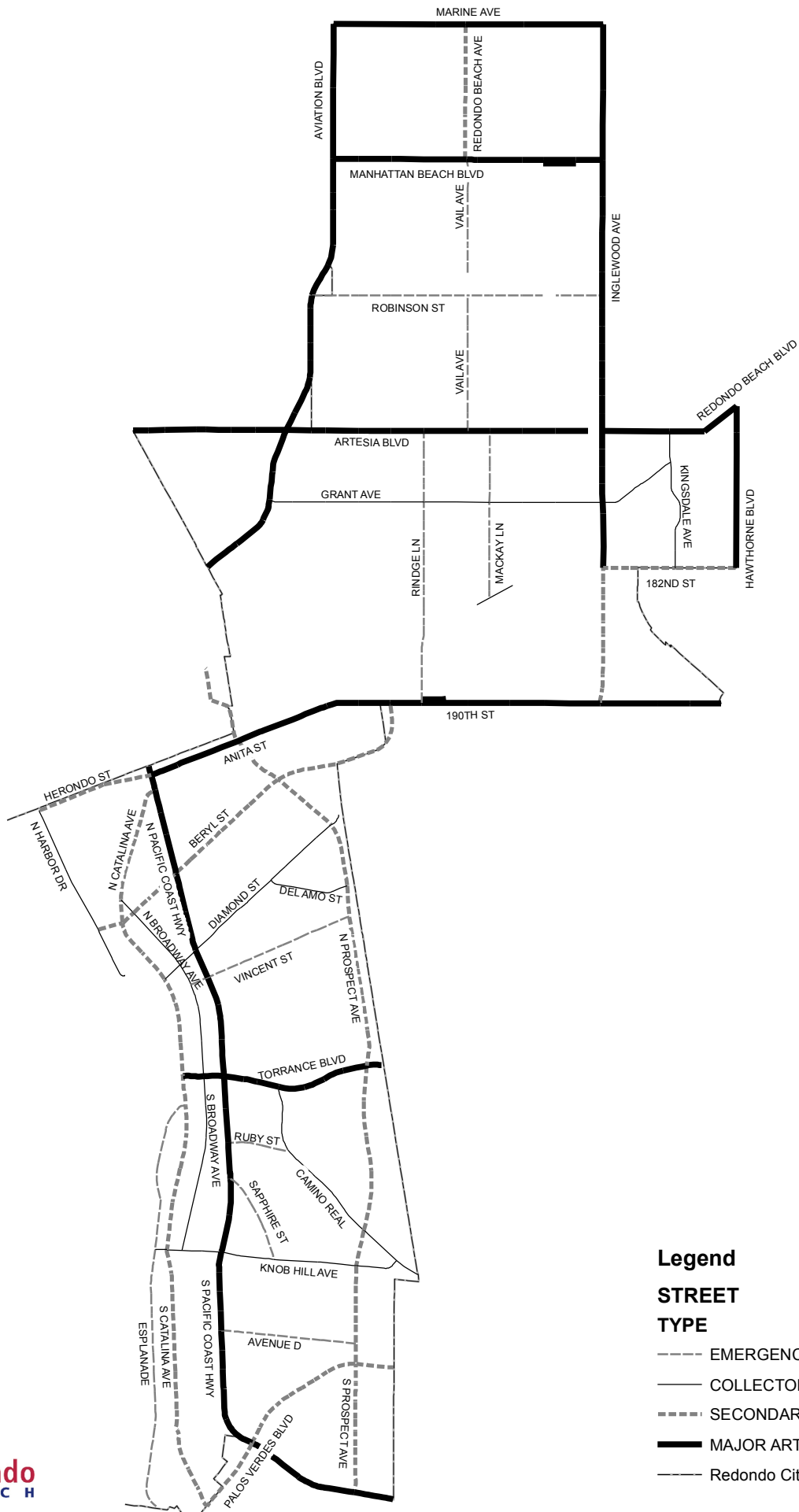
1. The Traffic Engineer will supply a petition, upon request from a resident, to remove a speed cushion. The petition shall satisfy the same criteria within Part 1, #1 – 5 of this document.
2. When the Traffic Engineer determines the petition requesting removal of a speed cushion qualifies, he will refer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

Any inquiries can be directed to:

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



NOT TO SCALE



**Legend**

**STREET TYPE**

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



7/26/2005

**Avenue F (309-311)**  
**Speed and Volume Summary**

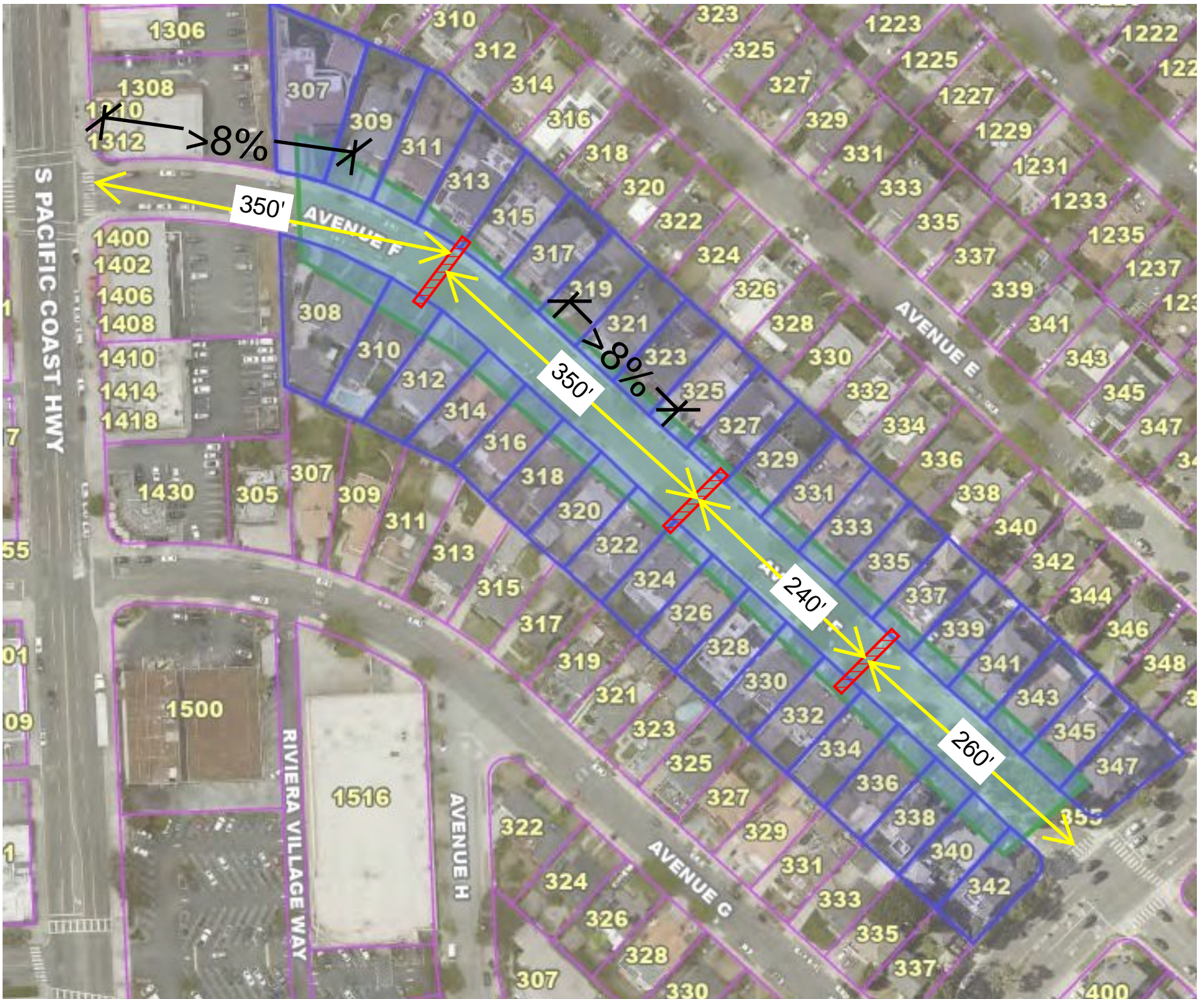
DATE	NORTHWEST VOLUME (VEH/DAY)	SOUTHEAST VOLUME	TOTAL DAILY VOLUME	NORTHWEST 85TH % SPEED (MPH)	SOUTHEAST 85TH % SPEED	TOTAL 85TH % SPEED
Wednesday, 29 April 2026	595	510	1105	32	29	30
Thursday, 30 April 2026	617	601	1218	31	28	29
Friday, 1 May 2026	747	655	1402	31	27	29
Saturday, 2 May 2026	607	582	1189	30	27	29
Sunday, 3 May 2026	504	506	1010	30	27	29
Monday, 4 May 2026	498	525	1023	30	28	30
Tuesday, 5 May 2026	651	646	1297	31	27	30
<b>7-DAY AVERAGE DAILY VOLUME</b>			1178			
<b>VOLUME CAP FOR SPEED CUSHIONS</b>			3000			
<b>AVERAGE 85TH % SPEED</b>				31	28	29
<b>REQUIRED SPEED FOR SPEED CUSHIONS</b>						32

[a] Northwest is towards PCH, southeast is towards PV Blvd.

**Avenue F (331-333)**  
**Speed and Volume Summary**

DATE	NORTHWEST VOLUME (VEH/DAY)	SOUTHEAST VOLUME	TOTAL DAILY VOLUME	NORTHWEST 85TH % SPEED (MPH)	SOUTHEAST 85TH % SPEED	TOTAL 85TH % SPEED
Wednesday, 29 April 2026	601	538	1139	33	34	33
Thursday, 30 April 2026	638	642	1280	33	32	32
Friday, 1 May 2026	743	677	1420	32	32	32
Saturday, 2 May 2026	602	589	1191	32	32	32
Sunday, 3 May 2026	511	519	1030	32	31	32
Monday, 4 May 2026	530	560	1090	31	32	32
Tuesday, 5 May 2026	653	663	1316	33	33	33
<b>7-DAY AVERAGE</b>			1209			
<b>AVERAGE 85TH % SPEED</b>				32	32	32
<b>REQUIRED SPEED FOR SPEED CUSHIONS</b>						32

[a] Northwest is towards PCH, southeast is towards PV Blvd.





# Administrative Report

J.2., File # PWSS26-0754

Meeting Date: 6/22/2026

To: PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

## TITLE

UPDATE AND FINAL DESIGN FOR PALOS VERDES BOULEVARD PROTECTED BIKE LANES

## EXECUTIVE SUMMARY

Staff has been working on designing and funding the proposed protected (Class IV) bicycle lanes on Palos Verdes Boulevard (PVB) between Pacific Coast Highway (PCH) and S Irena Avenue. City Council directed staff to study its feasibility at the December 3, 2024 meeting. Staff analyzed the feasibility and the proposed design to remove street parking on PVB between PCH and S Irena allowing for the installation of protected bicycle lanes and presented findings at the January 27, 2025 Public Works and Sustainability Commission (PWSC) meeting. Noticing of that meeting was provided to the District 1 Councilmember and all addresses within 200 feet of the PVB corridor between PCH and Prospect. Because parking utilization is very low along PVB, the PWSC recommended the City Council approve design and construction of protected bicycle lanes. This work was authorized in the FY 25-26 budget. After funding became available in the City's Bicycle Transportation Plan CIP project, the City's consultant prepared design plans. At this time, final design has been completed, and the City is seeking input from the public and the PWSC before bringing the design plans to City Council for final approval as part of a slurry seal of PVB.

## BACKGROUND

The January 2025 PWSC administrative report documents the background, analyses, and parking study to determine the feasibility of installing protected bicycle lanes on PVB between PCH and S Irena Avenue (**Attachment 1**). Public comment was unanimously in favor of these bicycle facilities on PVB. The PWSC voted unanimously in favor of designing and constructing Class IV protected bicycle lanes. Existing Class II striped bicycle lanes are provided on PVB between S Irena and the eastern City border with Torrance.

Since then, as funding became available, the City's on-call traffic engineering consultant proceeded with preparing a signing & striping plan to construct Class IV bicycle lanes by removing existing street parking on PVB between PCH and S Irena Avenue. The final design plans to be constructed are subject to City Council approval (**Attachment 2**). Staff proposes to install these bicycle lanes as part of a slurry seal for PVB. This would create a fresh and clean roadway surface for the new roadway striping and protected bicycle lanes materials. At this time, the City is proposing using pre-fabricated concrete curb dividers placed intermittently as the primary vertical delineation for the protected bicycle lane. A limited number of plastic flexible posts will be used for visibility purposes. This material choice will be lower maintenance, offers a higher degree of cyclist protection, and is considered more aesthetically pleasing. **Attachment 3** provides existing and proposed cross

sections of PVB.

Providing a protected bicycle lane on PVB would close a crucial gap in dedicated bicycle facilities along PVB, improving safety for all roadway users and connecting more residential areas to the Riviera Village. If constructed, continuous bicycle lanes would be provided on PVB between Palos Verdes Estates, Riviera Village, and the City's eastern border with Torrance. This will further encourage cycling and reduce vehicular parking pressures in the Riviera Village. Traffic counts were taken in March 2026 at the PCH/PVB intersection, when the development at 1700 S PCH was 61% residential leased and 25% commercial leased. Compared to traffic counts taken in 2023 before the development was constructed, vehicular traffic has been relatively flat while walking and biking activity has grown substantially, demonstrating a need for improved infrastructure to meet public demand.

### **COORDINATION**

Coordination of this report took place within the Public Works Department. Noticing for this agenda item was provided again to the same residents as the previous Commission discussion in January 2025.

### **ATTACHMENTS**

- Attachment 1 - 1/27/2025 PWSC Administrative Report and Associated Attachments
- Attachment 2 - Final Signing & Striping Plan - PVB Protected Bicycle Lanes
- Attachment 3 - Existing and Proposed Cross Sections



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# Administrative Report

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Date: January 27, 2025

**To: Public Works and Sustainability Commission**

**From: Public Works Department**

**Subject: DISCUSSION OF BICYCLE LANE FEASIBILITY ON PALOS VERDES BOULEVARD**

**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 85<sup>th</sup> 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 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 quickly, 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, 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.

**COORDINATION:**

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

**Prepared by:**

*Ryan Liu, Transportation Engineer*

**Submitted by:**

*Andrew Winje, Public Works Director*

**ATTACHMENTS:**

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

**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
<b>7-DAY AVERAGE</b>			16147			
<b>AVERAGE 85TH % SPEED</b>				35	34	35

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

### 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.

Segment	Street	From	To	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
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
Palos Verdes Blvd	S Gertruda Ave	S Helberta Ave
Palos Verdes Blvd	S Irena Ave	S Helberta Ave
Palos Verdes Blvd	S Helberta Ave	S Irena Ave
Palos Verdes Blvd	S Prospect Ave	S Irena Ave
Palos Verdes Blvd	S Irena Ave	S Prospect Ave

	Utilization												AVG										
	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																							
9	22%	22%	22%	33%	33%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	24%	
2	0%	0%	0%	0%	0%	0%	0%	0%	0%	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%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
7	0%	0%	0%	0%	0%	0%	0%	0%	0%	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%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
8	0%	0%	0%	0%	0%	0%	0%	0%	0%	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%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
8	0%	0%	0%	0%	0%	0%	0%	0%	0%	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%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
9	0%	0%	0%	0%	0%	0%	0%	0%	0%	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%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
15	13%	20%	13%	13%	13%	20%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	14%	

### Parking Study

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

Date: 12/17/24  
Day: Tuesday

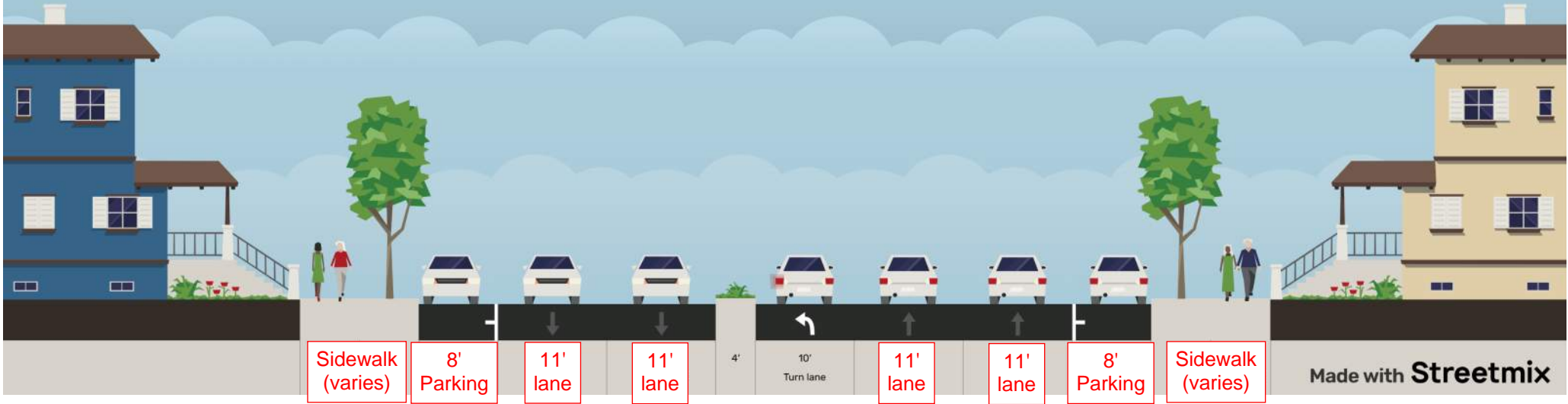
Number of spaces provided for "Unmarked" segments are only approximate. Occupancy may exceed inventory.

Segment	Street	From	To	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
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
Palos Verdes Blvd	S Gertruda Ave	S Helberta Ave
Palos Verdes Blvd	S Irena Ave	S Helberta Ave
Palos Verdes Blvd	S Helberta Ave	S Irena Ave
Palos Verdes Blvd	S Prospect Ave	S Irena Ave
Palos Verdes Blvd	S Irena Ave	S Prospect Ave

	Utilization											AVG											
	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																							
9	44%	33%	11%	11%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	
2	0%	0%	0%	0%	0%	0%	0%	0%	0%	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%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
7	0%	0%	0%	0%	0%	0%	14%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	
5	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
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9	38%	25%	25%	0%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	9%		
22	0%	0%	0%	0%	0%	0%	0%	0%	0%	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%										

# Palos Verdes BI (PCH to Irena) [Existing]



Sidewalk  
(varies)

8'  
Parking

11'  
lane

11'  
lane

4'

10'  
Turn lane

11'  
lane

11'  
lane

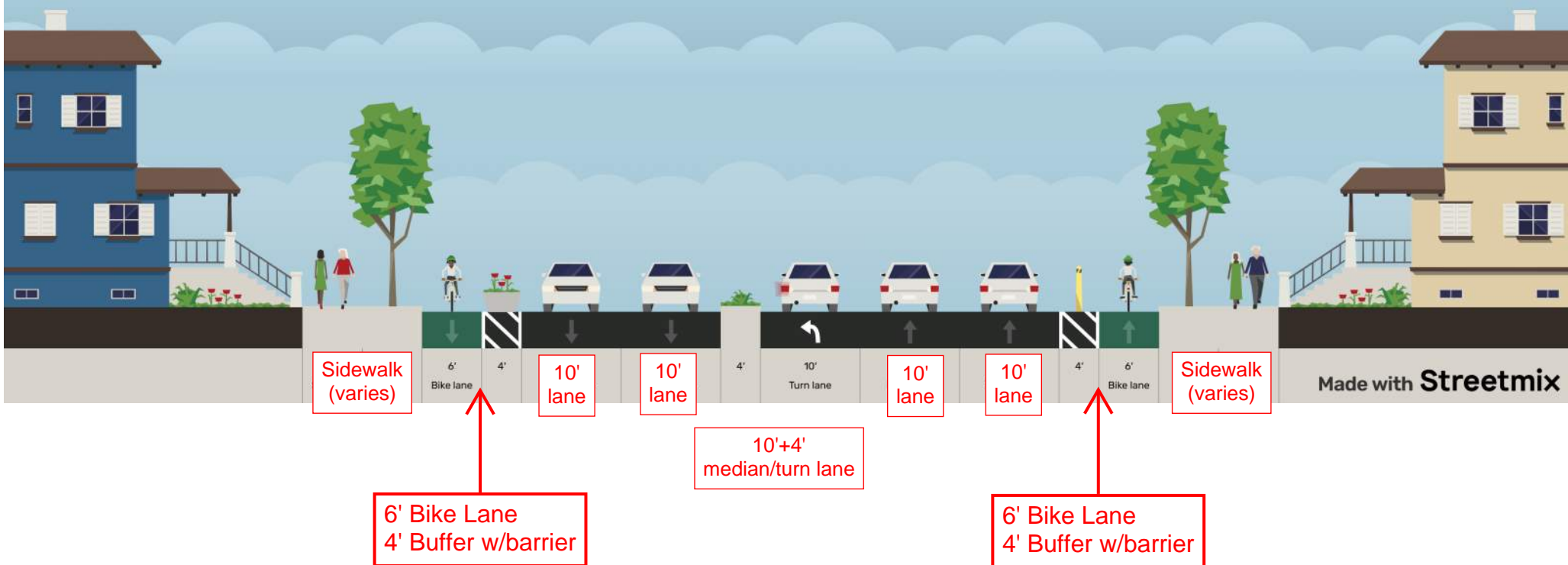
8'  
Parking

Sidewalk  
(varies)

Made with **Streetmix**

10'+4'  
median/turn lane

# PV BI (PCH to Irena) [Protected Bike Lanes]



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.

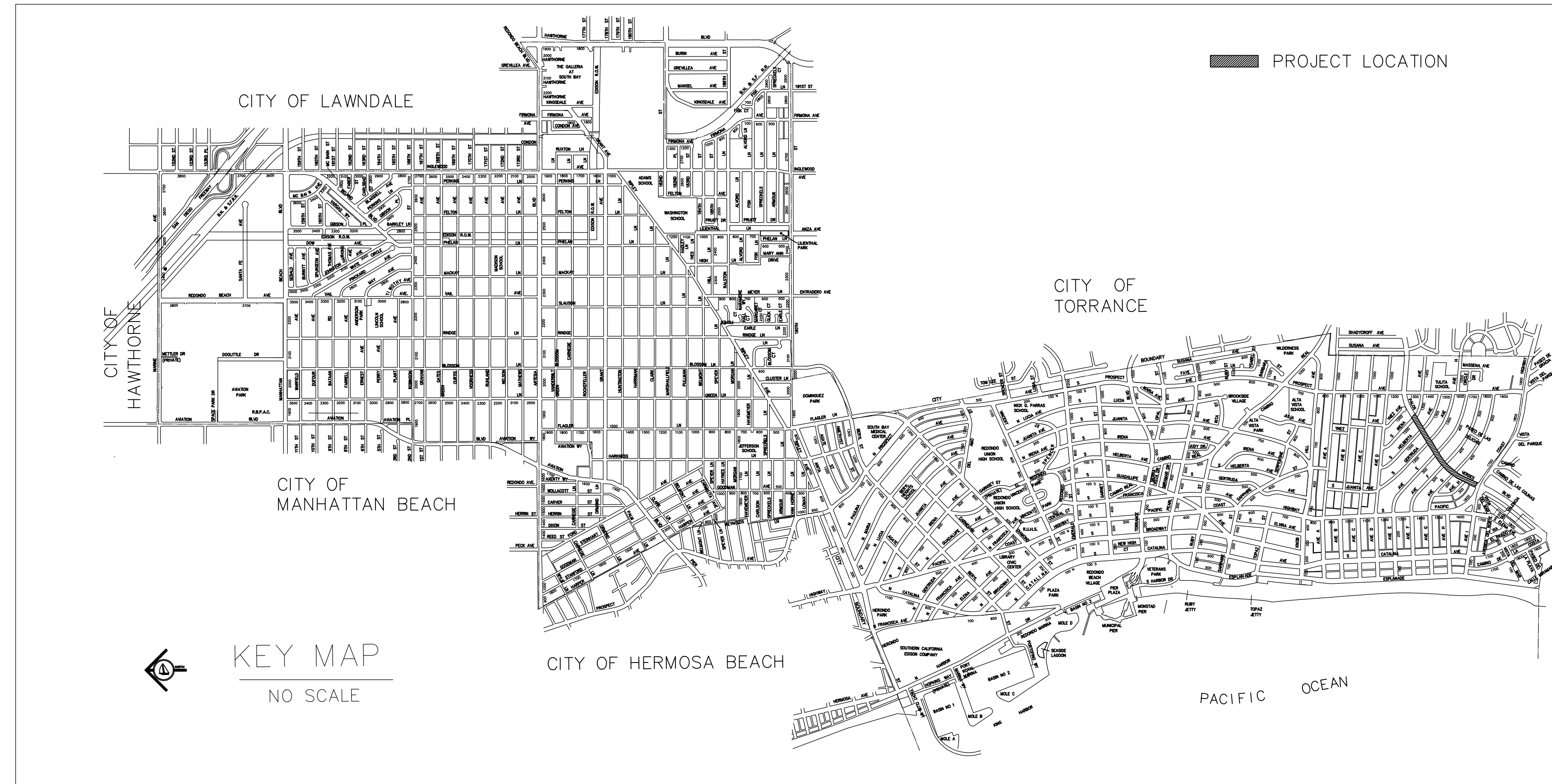
# CITY OF REDONDO BEACH

## PALOS VERDES BOULEVARD SIGNING AND STRIPING PLAN

### PACIFIC COAST HIGHWAY TO IRENA AVENUE

**GENERAL NOTES**

1. GENERAL NOTES APPLY TO ALL PLANS.
2. CONTRACTOR SHALL PROTECT ALL UTILITIES ENCOUNTERED DURING THIS PROJECT, AND SHALL NOTIFY THE CITY ENGINEER AND/OR THEIR REPRESENTATIVE IMMEDIATELY OF ANY UNDOCUMENTED SUBSTRUCTURES. ANY DAMAGE TO UTILITIES AS A RESULT OF CONTRACTOR'S ACTION SHALL BE REPAIRED AT THE CONTRACTOR'S SOLE EXPENSE TO THE SATISFACTION OF THE AGENCY HAVING JURISDICTION.
3. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED TEMPORARY AND PERMANENT PERMITS, INCLUDING LICENSES, CERTIFICATES, INSPECTIONS, TESTS, AND SERVICES. COPIES OF APPLICABLE PERMITS AND AN APPROVED SET OF PLANS MUST BE AT THE JOB SITE AT ALL TIMES.
4. THE CONTRACTOR SHALL PREPARE DETAILED TRAFFIC CONTROL PLANS AS PART OF THIS PROJECT. PLANS DEVELOPED BY THE CONTRACTOR SHALL BE PREPARED BY REGISTERED CIVIL OR TRAFFIC ENGINEER AND SUBMITTED TO THE PUBLIC WORKS DEPARTMENT FOR APPROVAL AT LEAST TEN (10) WORKING DAYS PRIOR TO THE BEGINNING OF WORK. NO WORK SHALL COMMENCE PRIOR TO THE APPROVAL OF THE TRAFFIC CONTROL PLANS BY THE CITY ENGINEER. CONTRACTOR SHALL FURNISH AND INSTALL ALL SIGNS, LIGHTS, BARRICADES, FLASHING ARROW BOARDS, AND ANY OTHER TRAFFIC CONTROL WARNING DEVICES INCLUDING FLAGGERS AS MAY BE REQUIRED BY THE CITY ENGINEER OR THEIR REPRESENTATIVE. ALL WORK AREA TRAFFIC CONTROL SHALL CONFORM TO THE REQUIREMENTS SPECIFIED IN THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD). FAILURE TO DO SO WILL BE CITED UNDER THE APPLICABLE SECTION OF THE CALIFORNIA VEHICLE CODE (CVC), AND CORRECTIVE COST TO THE CITY SHALL BE CHARGED TO THE CONTRACTOR.
5. TEMPORARY NO PARKING SIGNS (11" X 17") CONTAINING CONSTRUCTION TIMES, CONSTRUCTION DATES, AND A REFERENCE TO CVC 22615(L) MUST BE POSTED AND INSPECTED BY REDONDO BEACH POLICE DEPARTMENT - PARKING ENFORCEMENT THE 72 HOURS PRIOR TO CONSTRUCTION AT THE CONTRACTOR'S EXPENSE. CONTRACTOR SHALL NOTIFY CITY'S PARKING ENFORCEMENT OFFICE, (310) 379-2477, IMMEDIATELY AFTER POSTING SIGNS TO INSPECT AND SCHEDULE ENFORCEMENT OF CONSTRUCTION-RELATED PARKING RESTRICTIONS. IF THE DAYS, DATES, OR TIMES CHANGE AFTER RBDP INSPECTION, SIGNS MUST BE REPOSTED AND RE-INSPECTION REQUESTED A MINIMUM OF 72 HOURS IN ADVANCE OF THE CHANGED SCHEDULE.
6. CONTRACTOR SHALL HAND DELIVER "NOTICE TO RESIDENTS" TO ALL AFFECTED RESIDENCES AT LEAST THREE DAYS PRIOR TO THE START OF CONSTRUCTION. RESIDENTS SHALL ALSO BE INFORMED VIA NOTICES OF ANY SIGNIFICANT CHANGES TO THE PROJECT SCOPE OR SCHEDULE. ALL NOTICES MUST BE APPROVED BY THE CITY ENGINEER AND/OR THEIR REPRESENTATIVE PRIOR TO DISTRIBUTION ALLOW THREE (3) WORKING DAYS FOR NOTICE REVIEW.
7. CONTRACTOR SHALL COORDINATE WITH WASTE DISPOSAL SERVICES; PICKUPS ARE ONCE A WEEK. RESCHEDULING OF TRASH PICKUP TO ANOTHER DAY WILL NOT BE PERMITTED. CANCELLATION OF WASTE DISPOSAL SERVICES FOR ANY WEEK WILL NOT BE PERMITTED.
8. CONTRACTOR SHALL PROVIDE ALL SURVEY WORK NECESSARY FOR CONSTRUCTION. CONTRACTOR SHALL PROTECT IN PLACE OR REPLACE AFFECTED SURVEY MONUMENTS IN ACCORDANCE WITH CALIFORNIA REGULATIONS AND COUNTY SURVEYOR REQUIREMENTS. COPIES OF APPROVED MAPS SHALL BE SUBMITTED TO THE CITY.
9. ALL WORKS SHALL CONFORM TO THE LATEST EDITION OF THE APWA STANDARD PLANS AND SPECIFICATIONS, AND ALL SUPPLEMENTS/ AMENDMENTS THERETO.
10. THE CITY ENGINEER AND/OR THEIR REPRESENTATIVE SHALL BE NOTIFIED A MINIMUM OF 48 HOURS PRIOR TO REMOVAL OF EXISTING TRAFFIC STRIPING, PAVEMENT MARKINGS, OR SIGNS.
11. CONTRACTOR SHALL VISIT THE SITE AND VERIFY ALL DIMENSIONS, EXISTING AND FINISH SURFACE ELEVATIONS, CONDITIONS, ETC. AT THE JOB SITE BEFORE SUBMITTING A BID OR COMMENCING WORK. CONTRACTOR SHALL IMMEDIATELY REPORT ANY DISCREPANCIES OR ERRORS IN THE PLAN(S) TO THE CITY ENGINEER AND/OR THEIR REPRESENTATIVE.
12. NO CHANGES IN THE PLANS SHALL BE MADE OR EXTRA WORK PERFORMED WITHOUT THE APPROVAL OF THE CITY ENGINEER AND/OR THEIR REPRESENTATIVE.
13. CONTRACTOR SHALL RESET ALL AFFECTED SURVEY TIE/MONUMENTS, AND SHALL PRESENT TO THE CITY ENGINEER AND/OR THEIR REPRESENTATIVE A SURVEY DOCUMENT STAMP - APPROVED BY A LICENSED ENGINEER/SURVEYOR.



**GENERAL SIGNING AND STRIPING NOTES**

1. GENERAL SIGNING AND STRIPING NOTES APPLY TO ALL PLAN SHEETS.
2. SIGNS, STRIPING, PAVEMENT MARKINGS, AND PAVEMENT MARKERS SHALL BE INSTALLED PER THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) AND THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD PLANS AND SPECIFICATIONS UNLESS OTHERWISE NOTED.
3. ALL CONFLICTING STRIPING AND PAVEMENT MARKINGS SHALL BE COMPLETELY REMOVED BY WET SANDBLASTING PRIOR TO INSTALLATION OF NEW STRIPING AND MARKINGS.
4. SIGN SHEETING SHALL BE 3M DG<sup>3</sup> OR CITY-APPROVED EQUIVALENT.
5. STRIPING AND PAVEMENT MARKINGS SHALL BE ALKYD THERMOPLASTIC WITH GLASS BEADS. MATERIAL SHALL CONFORM TO SPECIFICATION 8010-004 (TYPE II) FOR GLASS BEADS. APPLICATION SHALL CONFORM TO CALTRANS STANDARD SPECIFICATION SECTION 84-2. CONTRACTOR SHALL VERIFY LATEST MATERIALS SPECIFICATIONS AND SHALL NOTIFY CITY ENGINEER AND/OR THEIR REPRESENTATIVE OF ANY CHANGE PRIOR TO INSTALLATION.
6. LANE WIDTHS SHALL BE MEASURED BETWEEN THE CENTER LINES OF EACH ADJACENT SINGLE OR DOUBLE STRIPE(S) OR TOP OF CURBS AS APPROPRIATE. ACTUAL LANE WIDTHS MAY VARY FROM THOSE SHOWN ON PLAN(S) DUE TO TOPOGRAPHY AND STREET CURVATURE. ANY CHANGES TO STRIPED LANE WIDTHS FOR THOSE SHOWN ON PLAN(S) REQUIRE APPROVAL BY THE CITY ENGINEER AND/OR THEIR REPRESENTATIVE PRIOR TO CAT-TRACKING.
7. ALL STRIPING SHALL BE CAT-TRACKED AND APPROVED BY THE CITY ENGINEER AND/OR THEIR REPRESENTATIVE PRIOR TO FINAL INSTALLATION. A MINIMUM OF THREE DAYS NOTICE MUST BE PROVIDED TO THE CITY ENGINEER AND/OR THEIR REPRESENTATIVE, (310) 318-0661, FOR APPROVAL OF CAT-TRACKING AND/OR STRIPING.
8. ALL COSTS TO RESTORE STRIPING, PAVEMENT MARKINGS, AND PAVEMENT MARKERS TO MATCH THE EXISTING CONDITION PER THE PRECEDING NOTES SHALL BE INCLUDED IN THE BID PRICE.
9. TELESAP, ROUND, AND WOOD POSTS IN SIDEWALK TO BE REMOVED SHALL BE REMOVED COMPLETELY AND THE HOLE BACKFILLED, PACKED, AND FINISHED WITH NON-SHRINK GROUT. U-POSTS IN SIDEWALK TO BE REMOVED MAY BE CUT OFF FLUSH TO SIDEWALK. POSTS IN DIRT TO BE REMOVED SHALL BE REMOVED COMPLETELY AND THE HOLE BACKFILLED, COMPACTED, AND MADE FLUSH WITH SURROUNDING SURFACE AREA.
10. ALL NEW SIGNS SHALL HAVE PERMANENTLY AFFIXED ON THE BACK OF THE SIGN THE MONTH AND YEAR OF INSTALLATION.
11. SIGNING SHALL CONFORM TO THE CURRENT CALTRANS SIGN SPECIFICATIONS. SIGN SIZE SHALL BE THE STANDARD SIZE NOTED IN THE SPECIFICATIONS UNLESS NOTED OTHERWISE ON THE PLAN.
12. REMOVED SIGNS SHALL BE RETURNED TO THE CITY.

**GENERAL CONSTRUCTION NOTES**

1. PRIME CONTRACTOR LICENSE REQUIRED - CLASS A.
2. ALL STRUCTURES SHALL BE CONSTRUCTED PER APWA STANDARD PLANS, UNLESS OTHERWISE SHOWN.
3. CONTRACTOR SHALL SUBMIT TRAFFIC DELINEATION PLAN TO THE CITY ENGINEER AND/OR THEIR REPRESENTATIVE FOR APPROVAL PRIOR TO START OF WORK.
4. WORK WITHIN THE PUBLIC RIGHT OF WAY THAT REQUIRES A LANE CLOSURE SHALL BE PERFORMED BETWEEN THE HOURS OF 9:00 A.M. TO 3:00 P.M. ON PALOS VERDES BOULEVARD. ONE LANE SHALL REMAIN OPEN AT ALL TIMES.
5. CONTRACTOR SHALL POST (1 EA) 3'X6' WEATHER PROOF SIGN SIZE NOTIFYING THE PUBLIC THAT CONSTRUCTION WILL OCCUR ON PALOS VERDES BOULEVARD FROM PACIFIC COAST HIGHWAY TO IRENA AVENUE. SAID SIGNS SHALL CONTAIN NAME OF THE PROJECT, DATES OF CONSTRUCTION, ENGINEERING DEPARTMENT PHONE NUMBER, AND EXPECTED TRAFFIC DELAYS.

**SHEET INDEX**

- 1 TITLE SHEET
- 2 PALOS VERDES BOULEVARD SIGNING AND STRIPING PLAN

AGA Job No. : 108-007  
 AGA File Name: TITLE.DWG  
 Print Date : 5/6/2026  
 Last Revision : 5/6/2026

PLANS PREPARED BY: **AGA Engineers, Inc.** (714) 992-4592  
 agoengineersinc.com  
 211 Imperial Hwy, Suite 208  
 Fullerton, CA 92835

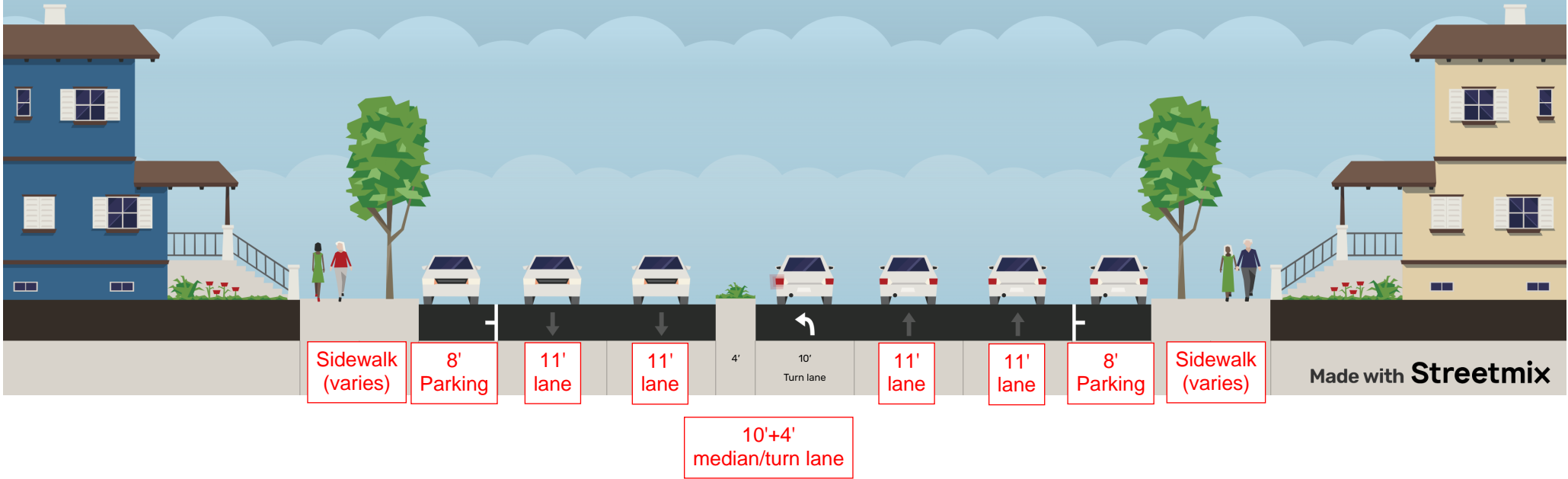
UNDER THE SUPERVISION OF:  
  
 RUBEN PERALES R.C.E. No. 83169 5/6/2026 DATE



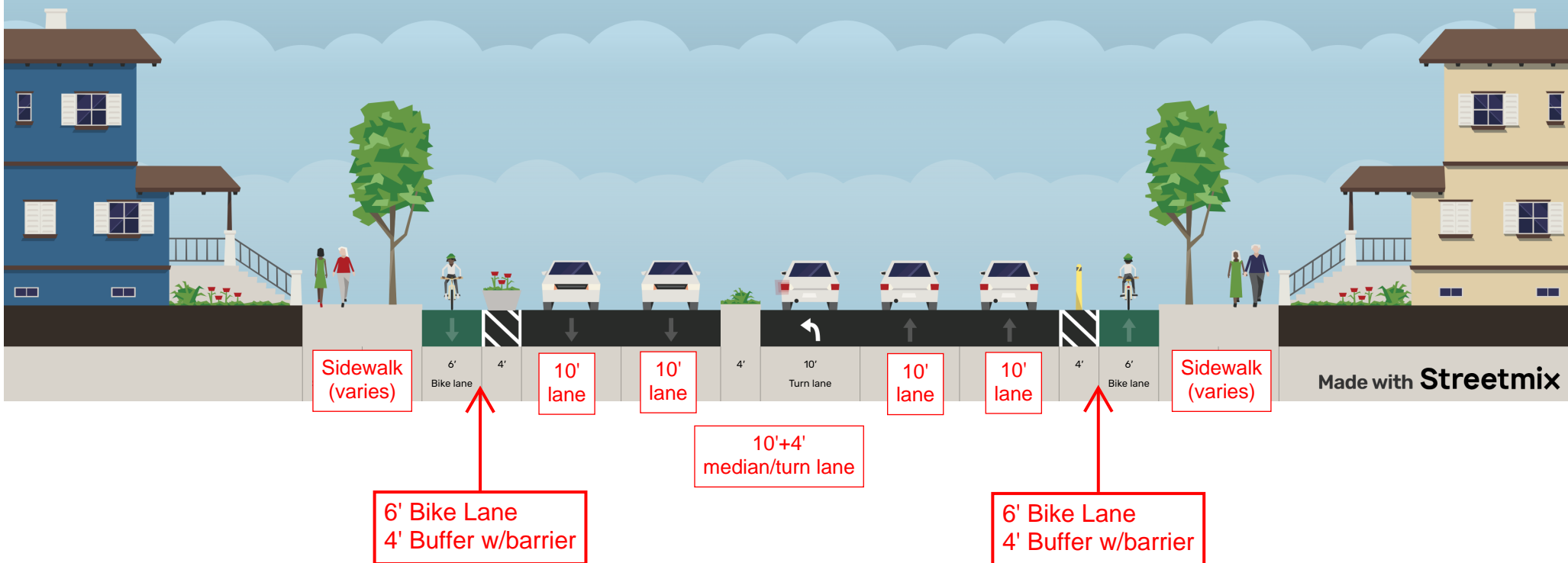
REVISIONS		CITY OF REDONDO BEACH CALIFORNIA PUBLIC WORKS DEPARTMENT ENGINEERING SERVICES DIVISION	
DATE	DESCRIPTION		
		Palos Verdes Boulevard Title Sheet	
		DRAWN J. REYES	CHECKED R. PERALES
		APPROVED BY	SCALE AS NOTED
		LAUREN SABLAN, P.E., CITY ENGINEER	
		PROJECT NO.	DATE
		SHEET NO. <b>1</b>	DRAWING NO.
		OF <b>2</b> SHEETS	



# Palos Verdes BI (PCH to Irena) [Existing]



# PV BI (PCH to Irena) [Protected Bike Lanes]



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