



Public Safety Commission

Police + Public Works Staff



REDONDO BEACH

January 23, 2025

Palos Verdes Boulevard & Prospect

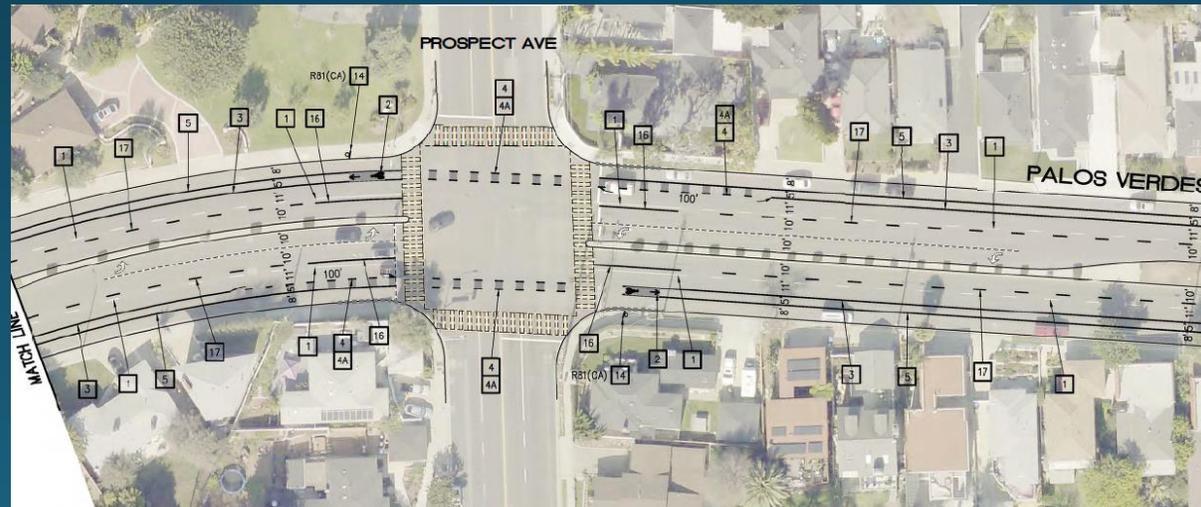
Truck Routes, Traffic Safety/Calming, Bicycle Lanes



REDONDO BEACH

Note

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



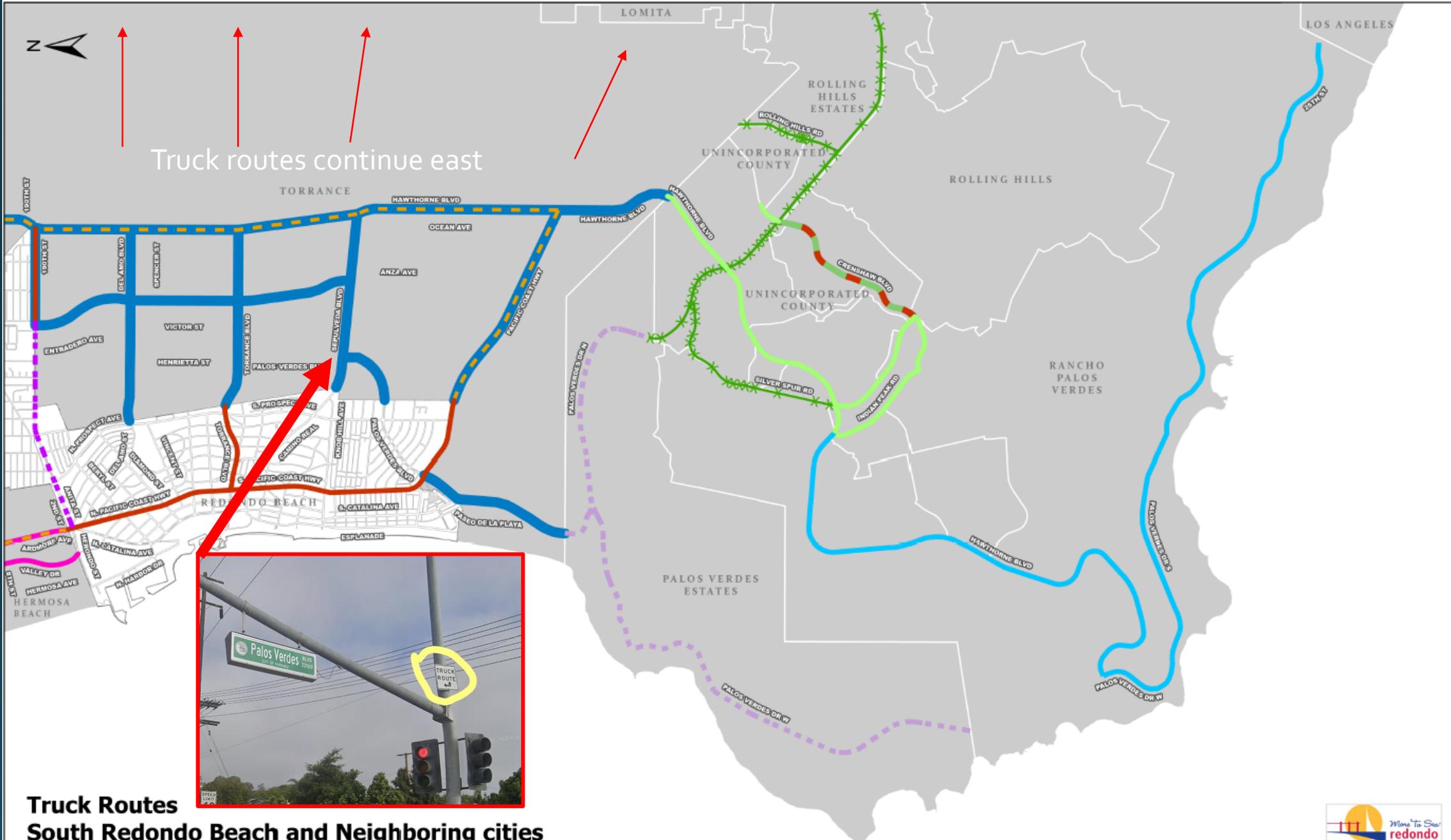
Truck Routes (History/Background)

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





Truck routes continue east



Truck Routes South Redondo Beach and Neighboring cities



- Redondo Beach-Conditional Truck Route
- Hermosa Beach-Truck Route
- Rancho Palos Verdes-Truck Route
- Rolling Hills Estates-No Vehicles Over 6,000 lbs
- Redondo Beach-Truck Route
- Palos Verdes Estates-Conditional Truck Route
- Rolling Hills Estates-Truck Route
- Rolling Hills Estates-No North Bound Trucks
- State-Truck Route
- Torrance-Truck Route

General Navigation Routing

Start: I-405, Seal Beach, CA 90740
Destination: Palos Verdes High School, 600 Cloyden F

Options: Leave now

Send directions to your phone | **Copy link**

- via I-405 N** **45 min**
Fastest route, lighter traffic than usual
28.3 miles
⚠️ This route has tolls.
⚠️ This route has restricted usage or private roads.
[Details](#)
- via I-405 N and Palos Verdes** **46 min**
- via CA-91 W** **49 min**
Fastest route, lighter traffic than usual
28.6 miles
⚠️ This route has restricted usage or private roads.
[Details](#)
- via CA-91 W and Palos Verdes Dr N** **50 min**
Lighter traffic than usual
32.4 miles

Map: Shows a detailed view of the Los Angeles area with a blue route highlighted. Landmarks include Manhattan Beach, Torrance, Long Beach, and the Palos Verdes Peninsula. A red box highlights the area around Buena Park, CA 90620.

Start: Seal Beach, CA 90740
Destination: Palos Verdes High School, 600 Cloyden F

Options: Leave now

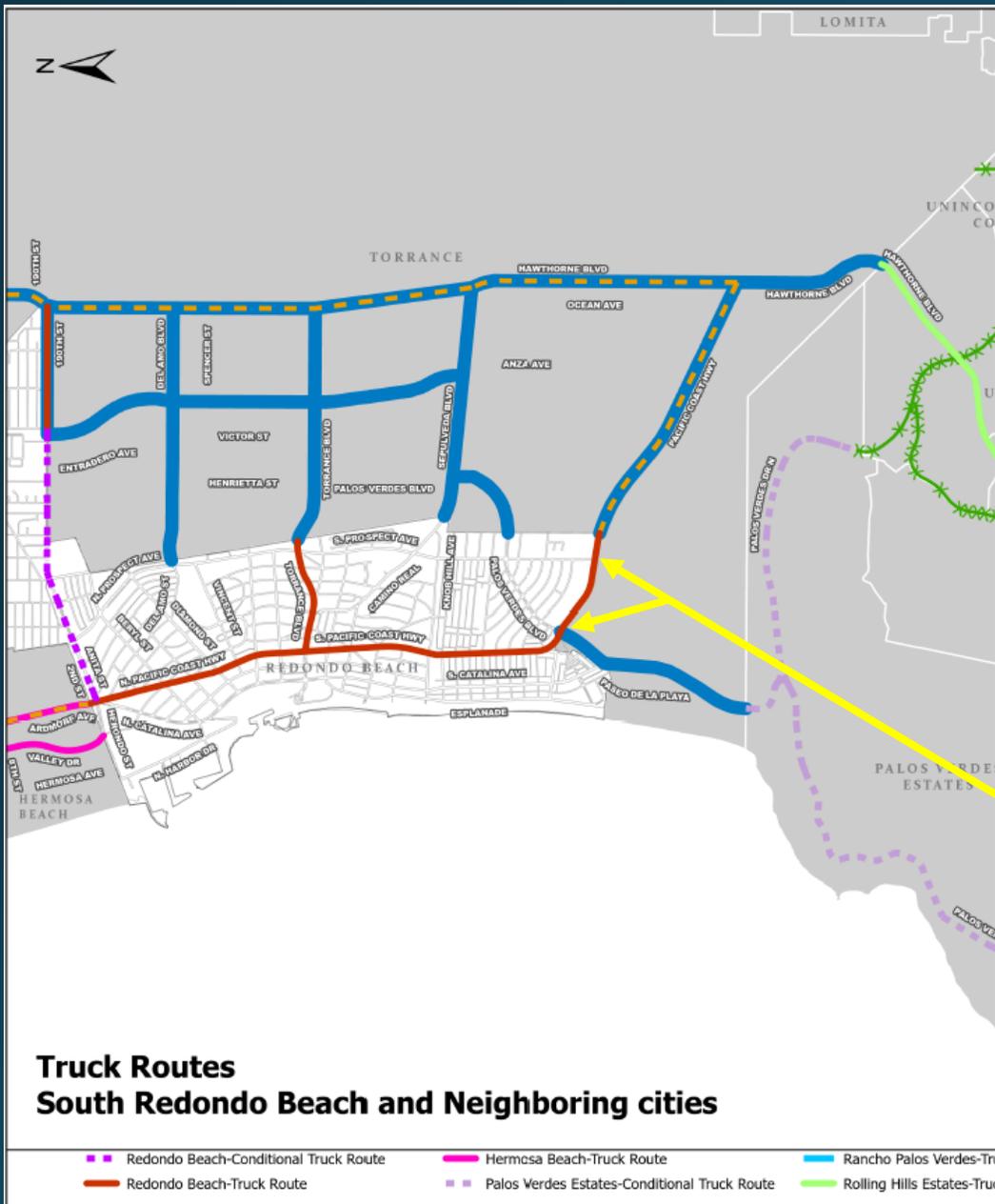
Send directions to your phone | **Copy link**

- via I-405 N** **31 min**
12.4 miles
- via I-405 N and Palos Verdes** **33 min**
12.8 miles

Map: A zoomed-in view of the route from Seal Beach, CA to Palos Verdes High School, showing the path through Manhattan Beach, Torrance, and the Palos Verdes Peninsula. Landmarks like Polliwog Park and Rock & Brews are visible.

Staff Action Since PWSC

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



Traffic Calming/Safety

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



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



Traffic Calming/Safety

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

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

- **Roundabouts**

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

- **Lane Reduction(s)**

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

- **Curb extensions at PVB/Prospect**

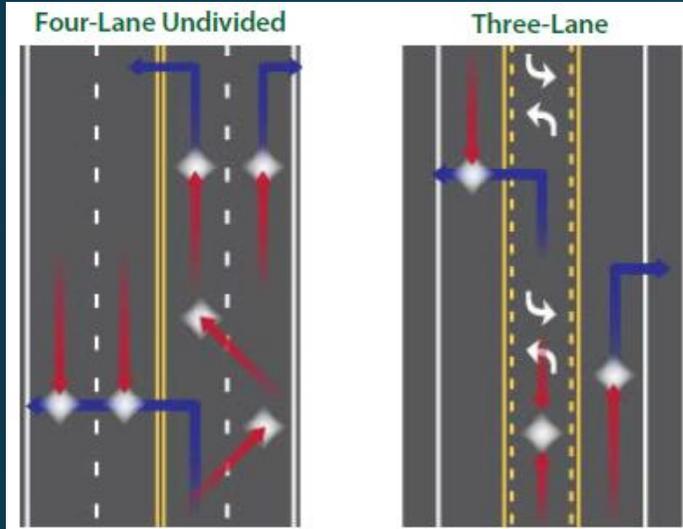
- Slows right-turns, reduces crosswalk exposure to traffic
- Reduces crosswalk signal countdown times that delay drivers
- May be required to fit future signal replacements and new crosswalk ramp standards
- Prevents drivers from bypassing through traffic to turn right on red under specific conditions

- **Speed Tables**

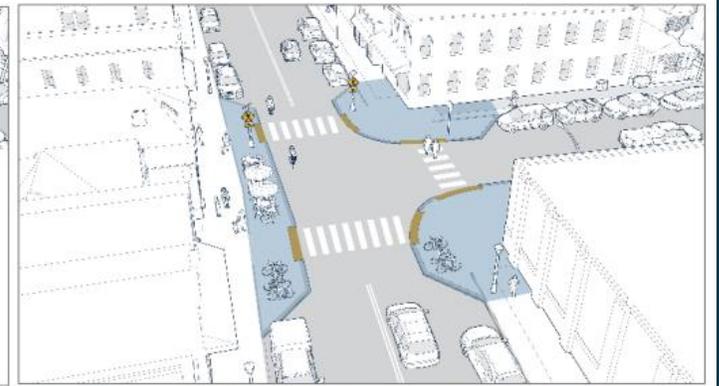
- Arterial speed tables were implemented in City of LA with good speed and safety outcomes.
- Could be feasible for speed reduction when lane reductions are not feasible.
- Requires RBFDD approval, as well as City Council. Must consider emergency response times.



Traffic Calming



Intersection prior to curb modifications.



Shortened crossing distances and additional pedestrian space following curb modifications.

