



Administrative Report

Date: January 23, 2024

To: PUBLIC SAFETY COMMISSION

From: PUBLIC WORKS AND POLICE DEPARTMENTS

TITLE

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

SUMMARY

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

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

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

BACKGROUND

Truck Routes

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

Traffic Calming/Safety Countermeasure Process

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

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

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

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

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

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

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

- Lane Reduction(s) on Either Street
 - Reduces excessive speeds and conflict points
 - Requires funded comprehensive corridor study. Requires community support and City Council approval. Volumes may be too high to be feasible, could divert traffic onto other streets.
 - PVB lane reduction requires cooperation with Torrance

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

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

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

COORDINATION

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

PREPARED BY:

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ATTACHMENTS

1 – March 2024 PWSC Administrative Report and Attachments