Administrative Report

J.2., **File #** PWS24-0499 **Meeting Date:** 3/25/2024

To: **PUBLIC WORKS AND SUSTAINABILITY COMMISSION**

From: Department of Public Works

TITLE

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

EXECUTIVE SUMMARY

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

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

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

BACKGROUND

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

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

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

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

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

DISCUSSION

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

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

1. A new truck route on Del Amo Street from eastern City limits to Prospect Avenue (150 feet), leading to a new truck route on Prospect Avenue between Del Amo Street and Torrance Boulevard.

2. A new truck route on Camino Real from eastern City limits to Prospect Avenue (0.25 miles), leading to a new truck route on Prospect Avenue between Camino Real and Torrance Boulevard.

3. A new truck route on Palos Verdes Boulevard between eastern City limits to Prospect Avenue (750 feet), leading to a new truck route on Prospect Avenue between PVB and Camino Real. This option requires #2 to also be recommended.

4. A new truck route on Palos Verdes Boulevard between eastern City limits and PCH (0.6 miles), which connects to the existing truck route on PVB in Torrance on both sides of Redondo Beach.

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

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

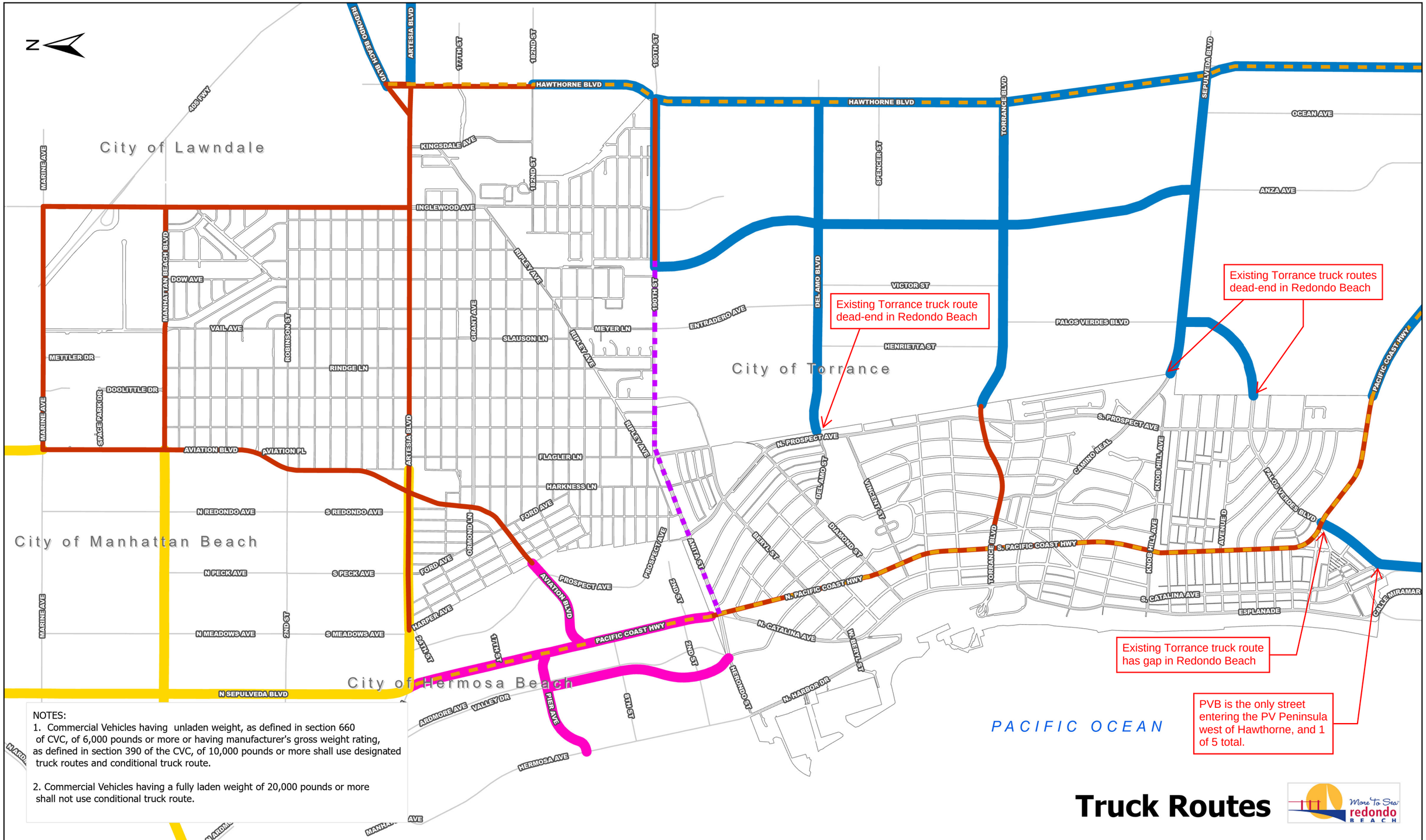
It should be noted that truck route violations would remain challenging to enforce for RBPD if there are any truck routes that dead-end at the City boundary. In addition, the existing street network results in Palos Verdes Boulevard being the only street into the Palos Verdes Peninsula west of Hawthorne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

COORDINATION

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

ATTACHMENTS

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



NOTES:

1. Commercial Vehicles having unladen weight, as defined in section 660 of CVC, of 6,000 pounds or more or having manufacturer's gross weight rating, as defined in section 390 of the CVC, of 10,000 pounds or more shall use designated truck routes and conditional truck route.

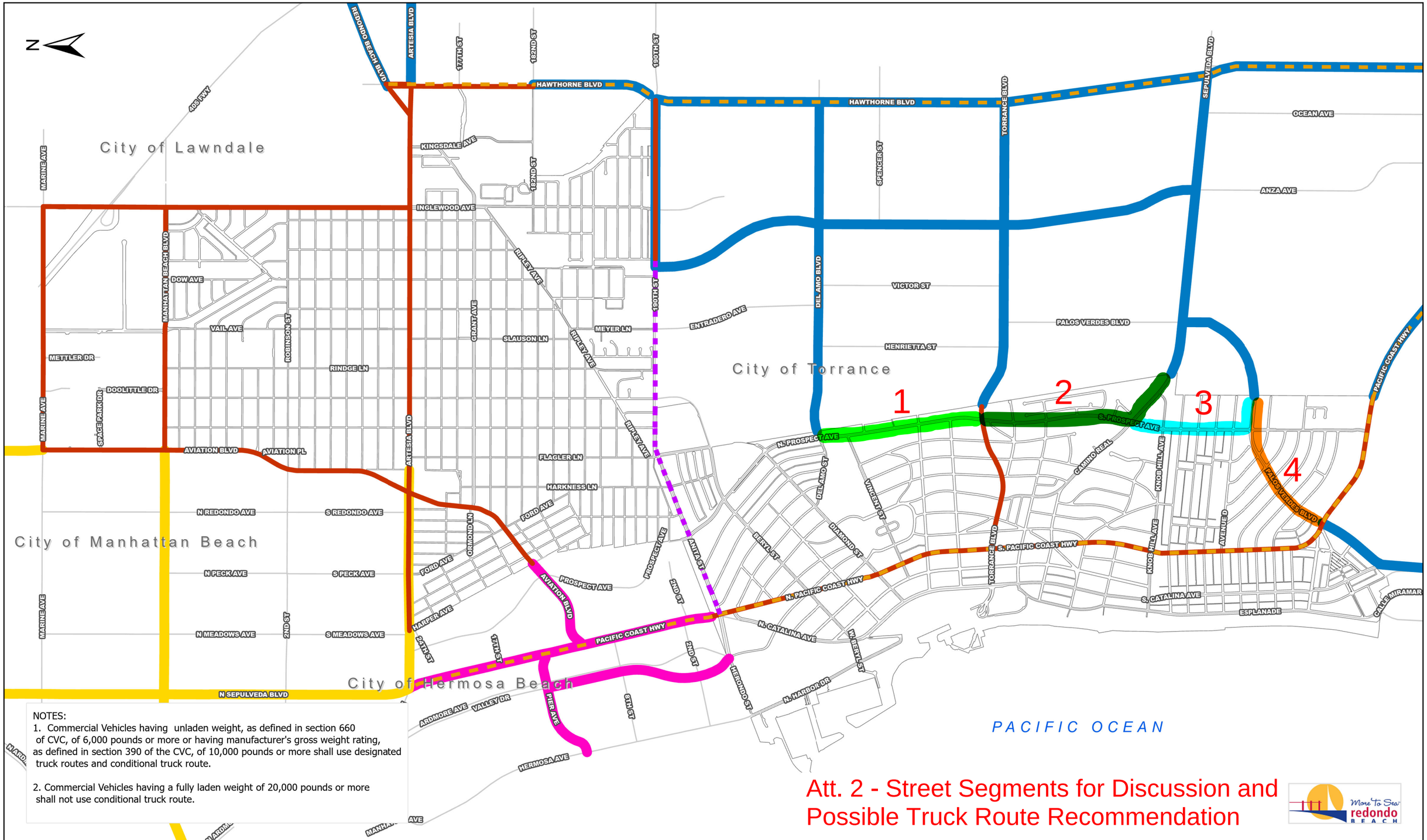
2. Commercial Vehicles having a fully laden weight of 20,000 pounds or more shall not use conditional truck route.

Truck Routes

- Conditional Truck Route Redondo Beach
- Truck Route Redondo Beach
- State Truck Route
- Truck Route Hermosa Beach
- Truck Route Manhattan Beach
- Truck Route Torrance

Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet

8/25/2022



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2. Commercial Vehicles having a fully laden weight of 20,000 pounds or more shall not use conditional truck route.

Att. 2 - Street Segments for Discussion and Possible Truck Route Recommendation

Conditional Truck Route Redondo Beach
Truck Route Redondo Beach
State Truck Route
Truck Route Hermosa Beach
Truck Route Manhattan Beach
Truck Route Torrance

Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet

8/25/2022

Attachment 3 -
Public Feedback Prior to Posting of Agenda

Ryan Liu

From: [redacted]
Sent: Monday, March 18, 2024 9:54 PM
To: Traffic Engineering
Subject: Truck traffic

> Some people who received this message don't often get email fro[redacted]is is important

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

Hi there,

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

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

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

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

Thanks for your consideration,

Stan Eisenberg

[redacted]dondo Beach, CA 90277

Ryan Liu

From: Diane Havenner <
Sent: Saturday, March 16, 2024 1:04 PM
To: Traffic Engineering
Subject: Truck routes

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

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

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

Sent from my iPhone

Ryan Liu

From: Tina N. <[redacted]
Sent: Saturday, March 16, 2024 9:53 PM
To: Traffic Engineering
Cc: Nils Nehrenheim
Subject: NO trucks

> Some people who received this message don't often get email fr[redacted]earn why this is important

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

Hi.

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

thank you,
Tina nathan
[redacted]

Ryan Liu

From: [redacted]
Sent: Tuesday, March 19, 2024 5:53 PM
To: Traffic Engineering
Subject: Discussion of Truck Routes in Southern Redondo Beach

Some people who received this message don't often get email fr[redacted]his is important

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

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

Ryan Liu

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

> Some people who received this message don't often get email f[redacted] why this is important

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

John and Joyce Perchulyn

[redacted]

Truck route change considerations

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

-13 contact sheets of screen grabs

-Image of car carrier mentioned above

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

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

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

-Image of residents out and about

-Image of biker very close to truck

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

Thank you for considering our request in this matter.

John and Joyce Perchulyn

Car carrier.JPG

In front of house.JPG

Tractor trailer 3.55.JPG

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Screenshot 2024-03-17 at 6.51.54 PM.png

Screenshot 2024-03-17 at 6.54.42 PM.png

Screenshot 2024-03-17 at 6.54.57 PM.png

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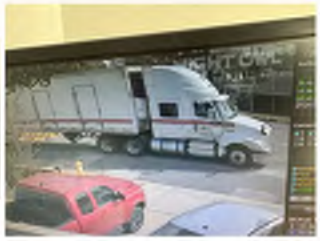

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Ryan Liu

From: Amanda Hughes <a[redacted]m>
Sent: Tuesday, March 19, 2024 6:45 PM
To: Traffic Engineering
Subject: Prospect Avenue Truck Route

> Some people who received this message don't often get email fro[redacted] Learn why this is important

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

Hello,

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

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

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

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

Sincerely,

[redacted]

Ryan Liu

From: [redacted]
Sent: Monday, March 18, 2024 4:30 PM
To: Traffic Engineering
Subject: Palos Verde /Prospect truck Routes

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

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

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

Blaine Fanning
[redacted] home owner.

Ryan Liu

From: Carol Schroeder [redacted]
Sent: Monday, March 18, 2024 11:20 AM
To: Traffic Engineering
Subject: Truck route proposal Prospect and PV Blvd

> Some people who received this message don't often get email fr[redacted] why this is important

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

To Traffic Engineering,

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

Respectfully,

Carol Schroeder

Ryan Liu

From: Dean Seislove [redacted]
Sent: Wednesday, March 20, 2024 2:01 PM
To: Traffic Engineering
Subject: Truck Route Survey

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

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

Please accept my recommendation that no modification to existing ordinances allow increased truck traffic on Prospect Avenue.

Thank you,
Dean Seislove
District 1

Ryan Liu

From: John Perchulyn [redacted]
Sent: Thursday, March 21, 2024 8:24 AM
To: Traffic Engineering
Subject: TRACTOR TRAILER TRAFFIC
Attachments: IMG_0525.jpg; IMG_0526.jpg; IMG_0527 2.JPG

> Some people who received this message don't often get email fr[redacted] why this is important

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

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

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

He also crossed the Alta Vista school intersection.

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

Ryan Liu

From: John Perchulyn [redacted]
Sent: Thursday, March 21, 2024 1:58 PM
To: Traffic Engineering
Subject: Mailing of letter

> Some people who received this message don't often get email [redacted] n why this is important

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

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

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

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

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

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

For the neighborhood,
John Perchulyn

Ryan Liu

From: Kelly Wedel <
Sent: Wednesday, March 20, 2024 12:55 PM
To: Traffic Engineering
Subject: Discussion of Truck Routes on Prospect and PVBlvd. in Redondo Beach

> Some people who received this message don't often get email Learn why this is important

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

To all concerned,

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

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

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

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

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

Sincerely,
Kelly Wedel
Home Owner

Ryan Liu

From: John Perchulyn <[redacted]
Sent: Tuesday, March 19, 2024 8:59 AM
To: Traffic Engineering
Subject: Truck route comments

> Some people who received this message don't often get en[redacted]arn why this is important

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

Sharing comments from Nextdoor about the truck route issue.

Nextdoor Truck comments

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

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

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

Susan Danylik
No way. that is a residential area with schools.

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

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

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

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

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

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

Joan Davidson

Just waking up about this? Wait til the state mandates the required apartment towers along Prospect and other streets. LOL
That's why Mayor Brand - bless his soul- wrote Our Neighborhood Voices.

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

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

Linda Wonkowski
Make them all go through the Portuguese Bend bumpy road 😂

Joe Kang
That's not good.

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

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

Nina Connoy
Heck no they better not

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

Carol Perry
No

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

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

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

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

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

Elisabeth Kanyer
Nooooo 😭

Taylor Vo

3/20/2024

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

Public Works Department
415 Diamond Street
Redondo Beach, CA 90277

To whom ever this may concern,

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

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

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

Thank you for taking the time to review my concerns.

Sincerely,
Taylor Vo

Ryan Liu

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

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

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

15/2024 03:54:54 AM FRI
NIGHT
IP Camera
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Hour
0H
4H
8H
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Ryan Liu

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

> You don't often get email fro why this is important

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

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

Hello Lauren,

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

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

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

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

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

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

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

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

For the neighborhood,
John Perchulyn