# Administrative Report

**Date: June 22, 2026**

**To:** **Public Works, Safety, and Sustainability Commission**

**From:** **Public Works Department**

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


## 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 85$^{th}$ 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 85$^{th}$ 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.

**Prepared by:**
*Ryan Liu, Principal Transportation Engineer*

**Submitted by:**
*Andrew Winje, Public Works Director*

ATTACHMENTS:

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

# Attachment 1 - Study Area Map

REDONDO BEACH

Public Works | Engineering
415 Diamond Street, Door 2
Redondo Beach, CA 90277

Tel: 310.318.0661
redondo.org

# 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$^{th}$ percentile speed exceeds the posted speed limit by 7 mph or more (85$^{th}$ 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.

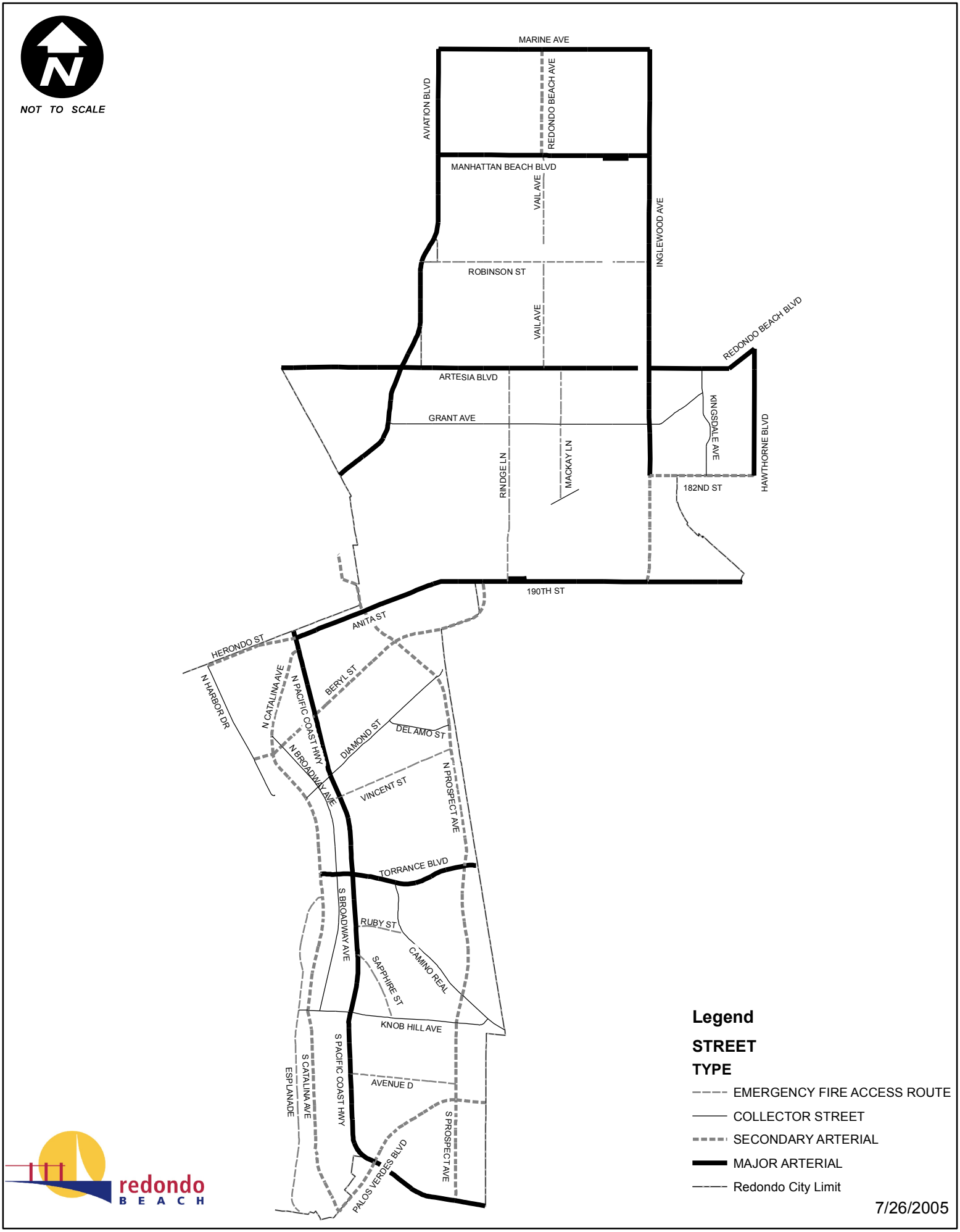
3. The Public Works Commission will then conduct a public meeting for said speed cushion removal. Notice of such public meeting shall be mailed to the property owners and to the occupants of each parcel on and adjacent to the street segment recommended for the speed cushion removal.

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




City of Redondo Beach - Streets Exempt from Speed Cushion Installation

## 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 |
| **7-DAY AVERAGE DAILY VOLUME** | | | 1178 | | | |
| **VOLUME CAP FOR SPEED CUSHIONS** | | | 3000 | | | |
| **AVERAGE 85TH % SPEED** | | | | 31 | 28 | 29 |
| **REQUIRED SPEED FOR SPEED CUSHIONS** | | | | | | 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 |
| **7-DAY AVERAGE** | | | 1209 | | | |
| **AVERAGE 85TH % SPEED** | | | | 32 | 32 | 32 |
| **REQUIRED SPEED FOR SPEED CUSHIONS** | | | | | | 32 |

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


>8%
350'
AVENUE F
>8%
350'
AVENUE E
240'
260'
S PACIFIC COAST HWY
RIVIERA VILLAGE WAY
AVENUE H
AVENUE G
1306
1308
1310
1312
1400
1402
1406
1408
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1414
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307
309
311
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