

BLUE FOLDER ITEM

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.

PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION MEETING June 22, 2026

H.1. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

PUBLIC CORRESPONDENCE

From: [Mark Nelson \(Home Gmail\)](#)
To: [Jesse Reyes](#)
Cc: [Andrew Winje](#); [Mike Witzansky](#); [Darryl Boyd](#); [James Light](#); [Joy Ford](#)
Subject: BLUE FOLDER - NON-AGENDA ITEMS - 6/22/26 PWSC - Noise and Speed Damages to 500-600 N Prospect
Date: Monday, June 22, 2026 6:07:33 PM
Attachments: [Speed damage documentation.pdf](#)
[Noise damage documentation.pdf](#)
[Redondo has no legal immunity.pdf](#)

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The following memos are for tonight's blue folder on non-agenda items. The memos transmit factually documented conditions on 500-600 N. Prospect Ave between Beryl and Diamond streets. The conditions include documented excessive speed as measured by several agencies, and documented excessive noise as measured by several agencies. The 500-600 block of North Prospect Avenue Resident Community presents the third memo to formalize the actual and constructive statutory notice of systemic hazardous conditions impacting our corridor, and therefore remove any immunity from litigation from the City for damages.

MEMORANDUM

TO: Redondo Beach Public Works, Sustainability, and Safety Commission

FROM: The 500-600 N. Prospect Resident Community

DATE: June 22, 2026

SUBJECT: Speed Study Data Summary, Collision Realities, and Critical Call to Action for the 500-600 Block of N. Prospect Avenue

1. Executive Summary & Call to Action

The 500-600 block of North Prospect Avenue—spanning the critical residential corridor between Diamond Street and Beryl Street—presents an immediate, measurable public safety hazard. For years, neighbors have voiced concerns regarding excessive vehicular speeds, near-miss pedestrian incidents, and disruptive noise levels. This memorandum synthesizes a decade of traffic data to demonstrate that driver behavior along this corridor is an active danger to our community, structurally enabled by the roadway's outdated geometry.

The Quantitative Reality

- **Excessive Operational Speeds:** While the legal posted speed limit is **35 MPH**, local Engineering and Traffic Surveys (E&TS) reveal that the **85th percentile speed consistently reaches 38 to 41 MPH**.
- **Speed as a Primary Weapon:** A comprehensive Statewide Integrated Traffic Records System (SWITRS) analysis over a 5-year block proves that North Prospect Avenue suffers an average of **13.8 crashes per year** (69 total collisions). **Unsafe speed is the leading cause of these accidents, accounting for 26% of all recorded incidents**—outpacing right-of-way violations (23%) and traffic signal failures (22%).
- **Severe Under-Capacity Design:** The 2024 Housing Element Implementation Traffic Operational Study confirms that this segment handles between **7,600 and 18,200 vehicles per day**. This volume is drastically below the capacity of a standard 4-lane secondary arterial cross-section.

Call to Action

The empirical data confirms that the physical 64-foot curb-to-curb width of North Prospect Avenue over-allocates lane space relative to actual traffic volume. This excess capacity acts as a visual invitation for drivers, directly driving off-peak and nighttime speeding.

The 500-600 N. Prospect Resident Community calls upon the Commission to:

1. Formally acknowledge that current speed-management measures are failing to protect this high-density residential and school-adjacent zone.
2. Direct the Public Works Department to immediately transition the *Prospect Avenue Mobility Corridor and Complete Streets Proposal* from an exploratory concept into an active, funded engineering project.
3. Initiate a formal pilot program for a "Road Diet," reallocating the underutilized driving lanes into a 2-lane configuration with a green center-turn median and Class IV protected bicycle infrastructure to organically bring operational speeds down to the legal limit.

2. Comprehensive Review of Last 10 Years of Speed & Traffic Studies

The following sections detail the municipal and state data sets compiled over the last ten years concerning the 500-600 block of N. Prospect Avenue.

A. California Engineering and Traffic Surveys (E&TS)

To legally enforce speed limits via radar equipment under California Vehicle Code (CVC) Section 40802, the City of Redondo Beach conducts periodic E&TS evaluations.

- **Segment Evaluation:** Surveys covering the segment from Anita Street to Beryl Street confirm that the wide, unobstructed 4-lane layout creates a "speedway effect."
- **The 85th Percentile Disconnect:** Engineers design roads for the 85th percentile speed. On Prospect, this threshold clocks in at **38–41 MPH**. Because the physical infrastructure feels like a higher-speed thoroughfare, motorists drive faster than the character of a residential zone allows, rendering the 35 MPH posted limit functionally ineffective without constant, costly police deployment.

B. Statewide Integrated Traffic Records System (SWITRS) Corridor Analysis

UC Berkeley's Transportation Injury Mapping System (TIMS) data provides a stark look at the human cost of the corridor's current design over a designated 5-year block of historical data:

Collision Metric	Five-Year Data Point
Total Recorded Collisions	69 Incidents
Average Annual Collision Rate	13.8 Crashes/Year
Primary Collision Factor: Unsafe Speed	26% (Ranked #1)
Primary Collision Factor: Auto Right-of-Way	23% (Ranked #2)
Primary Collision Factor: Traffic Signals/Signs	22% (Ranked #3)

The fact that unsafe speed is the single largest catalyst for collisions on our street invalidates any claim that Prospect's speeding problem is merely a perceived nuisance. It is an empirical safety crisis.

C. 2024 Housing Element Implementation Traffic Operational Study

This city-wide capacity and grid analysis provided the technical justification for a complete street overhaul:

- **Geometric Surplus:** The study verified that the 500-600 block operates as a four-lane north-south secondary arterial with highly restricted parking on the western edge near Diamond Street.
- **Off-Peak Velocity Spikes:** Capacity models prove the road easily absorbs daily volumes (<20,000 vehicles/day). However, during off-peak hours (mid-day and late-night), the empty extra driving lanes allow drivers to accelerate rapidly between the signalized intersections at Diamond and Beryl, creating extreme speed variances that endanger pulling vehicles and crossing pedestrians.

3. Active Municipal Initiatives & Next Steps

The Resident Community notes that the city has recently acknowledged the deficiencies of this corridor through fragmented infrastructure updates, but a cohesive, safety-first redesign is missing.

- **The Prospect Avenue Mobility Corridor and Complete Streets Initiative (2025–2026):** Local residential advocacy has successfully pushed this proposal to the forefront of Council discussions. The technical baseline established in city reviews indicates that a 4-to-2 lane reduction, paired with a dedicated center turn lane, is the single most cost-effective and permanent method to lower the 85th percentile speed to safe levels.
- **Commercial Route Restrictions:** Ongoing coordination via the Torrance/Redondo Truck Route Operational Analysis (2024–2025) highlights that un-designated commercial vehicles over 3 tons frequently exploit the wide lanes of Prospect Avenue, compounding noise violations and increasing the kinetic severity of potential collisions.
- **Signalization Modernization:** While the city's current construction contract to upgrade traffic signals and ADA curb ramps along Prospect is a welcome step toward modernization, structural speed calming must accompany these intersection improvements to secure true corridor safety.

We look forward to the Commission's discussion tonight and urge you to direct city staff to prioritize the safety of N. Prospect Avenue residents over vehicular throughput.

Respectfully Submitted,

The 500-600 N. Prospect Resident Community

MEMORANDUM

TO: Redondo Beach Public Works, Sustainability, and Infrastructure Commission

FROM: The 500-600 N. Prospect Resident Community

DATE: June 22, 2026

SUBJECT: Enhanced Environmental Noise Analysis: Integration of Hard Data from BCHD Healthy Living Campus EIR and Redondo Beach General Plan EIR

1. Executive Summary & Call to Action

The 500-600 block of North Prospect Avenue—situated between Diamond Street and Beryl Street—is suffering from a severe, compounding environmental health hazard: chronic traffic noise pollution. While our parallel memorandum addresses the immediate physical dangers of speeding and vehicle collisions, this document integrates hard, empirical data from recent Environmental Impact Reports (EIRs) to detail the systemic damage inflicted on our neighborhood by sustained, excessive decibel levels.

The Quantitative Reality

- **Violations of California Noise Standards:** The **Redondo Beach General Plan Noise Element (Draft updated 2024–2026)** and its companion EIR establish that traffic noise along the North Prospect Avenue secondary arterial corridor routinely exceeds **60 to 65 dBA CNEL** (Community Noise Equivalent Level). This explicitly violates the State Noise Insulation Standards for outdoor-to-indoor noise reduction in dense multi-family residential zones.
- **EIR-Documented Baseline Spikes:** Acoustic monitoring conducted at 514 N. Prospect Ave for the **Beach Cities Health District (BCHD) Healthy Living Campus EIR** records actual ambient noise baselines that continually encroach upon public health thresholds. Due to the over-wide 4-lane secondary arterial cross-section, off-peak speeding creates sustained noise spikes well above acceptable residential limits.
- **The Velocity-Noise Link:** Traffic noise increases exponentially with speed. A vehicle traveling at 40 MPH (the 85th percentile reality on our block) generates roughly twice the acoustic energy of a vehicle traveling at the legal 35 MPH limit. When un-designated heavy commercial vehicles over 3 tons exploit this wide corridor, low-frequency noise and vibration levels spike even more severely.

Call to Action

The peer-reviewed scientific consensus and local EIR data are absolute: chronic traffic noise is not a mere inconvenience; it is a direct physiological stressor that causes severe cardiovascular, psychological, and developmental harm. Because the physical width of North Prospect Avenue actively encourages high-velocity, off-peak driving, the road is a structural noise generator cutting directly through a high-density neighborhood filled with multi-family homes, medical facilities, and schools.

The 500-600 N. Prospect Resident Community calls upon the Commission to:

1. Formally recognize that the excessive traffic noise on the 500-600 block constitutes a

public safety and environmental health hazard that violates the intent of the Redondo Beach General Plan Noise Element.

2. Incorporate acoustic mitigation as a primary objective of the *Prospect Avenue Mobility Corridor and Complete Streets Proposal*, prioritizing street narrowings ("Road Diets") and rubberized asphalt concrete (RAC) resurfacing, which has been proven to reduce traffic noise by 4 to 6 decibels.
3. Direct code enforcement and the Redondo Beach Police Department to aggressively enforce the Torrance/Redondo Truck Route restrictions, eliminating the illegal, low-frequency acoustic disruptions caused by un-designated commercial vehicles over 3 tons bypassing main thoroughfares.

2. Municipal & Campus EIR Empirical Noise Data

The following sections integrate the data points published by the City of Redondo Beach and localized environmental impact studies.

A. The Redondo Beach General Plan EIR Noise Element

The City's 2024–2026 General Plan Updates outline strict parameters for community noise environments.

- **The 60 dBA Threshold:** The State Noise Insulation Standards require specified levels of outdoor-to-indoor noise reduction for new multifamily residential construction in areas where the outdoor noise exposure exceeds **CNEL 60 dBA**.
- **Future Roadway Noise Contours:** The General Plan's acoustic modeling projects that Prospect Avenue's over-built 4-lane secondary arterial layout channels maximum possible noise levels directly into residential setbacks. Because these contours do not account for individual property walls or localized traffic speed spikes, the off-peak 38–41 MPH reality forces actual local exposure much closer to the hazardous **65 dBA CNEL** contour line.

B. The BCHD Healthy Living Campus EIR (514 N. Prospect Ave)

Site-specific acoustic tracking for the multi-phase campus master plan at 514 N. Prospect Ave establishes a clear, undeniable empirical baseline for our exact block.

- **Ambient Baseline Levels:** Short-term and long-term noise monitoring conducted directly on the Prospect Avenue frontage reveals a highly compressed acoustic environment. The constant flow of traffic along the four lanes ensures that baseline daytime noise levels rarely drop below comfortable residential margins.
- **Construction vs. Mobile Source Cumulative Impacts:** While the BCHD EIR extensively mitigates temporary, stationary noise sources (such as HVAC systems, deliveries, and construction equipment), it explicitly flags **mobile traffic noise** along Prospect Avenue as a permanent fixture.
- **Vibration and Low-Frequency Noise:** The EIR documents that heavy vehicle movement generates measurable ground-borne vibration. When un-designated heavy commercial vehicles bypass main routes to utilize Prospect, these vibrations rattle the aging infrastructure and non-ductile concrete configurations of nearby campus facilities and

residential complexes alike.

3. Peer-Reviewed Evidence: The Damages of Environmental Noise

For decades, public health organizations like the World Health Organization (WHO) and the Centers for Disease Control and Prevention (CDC) have studied the systemic impacts of environmental noise. The damages are divided into three primary categories:

A. Cardiovascular and Physiological Stress

Chronic traffic noise activates the sympathetic nervous system, triggers the body's fight-or-flight response, and elevates cortisol and adrenaline levels—even when a person is entirely accustomed to the sound or asleep.

- **Ischemic Heart Disease:** Large-scale epidemiological studies show a direct, linear relationship between long-term exposure to road traffic noise above 55 decibels and an increased risk of ischemic heart disease and myocardial infarction (heart attacks).
- **Hypertension:** Sustained acoustic stress impairs endothelial function (the handling of blood vessels), leading to chronically elevated blood pressure.

B. Severe Sleep Disturbance and Cognitive Impairment

The 500-600 block suffers from significant nighttime speeding, which creates erratic, high-decibel noise spikes that shatter healthy sleep architecture.

- **Sleep Fragmentation:** Nighttime noise causes shifts from deep REM sleep to light sleep, hidden micro-arousals, and elevated heart rates during sleep, preventing restorative rest.
- **Cognitive Impacts on Children:** Beryl Heights Elementary and Redondo Union High frame this corridor. Peer-reviewed research consistently demonstrates that children exposed to chronic ambient traffic noise suffer from impaired reading comprehension, diminished long-term memory, and reduced attention spans due to constant acoustic distraction.

C. Psychological Well-being and Property Value Degradation

- **Chronic Annoyance and Anxiety:** Sustained exposure to high-volume traffic noise is heavily correlated with increased rates of anxiety, depression, and psychological distress.
- **Economic Externality:** In urban economics and hedonic price modeling, traffic noise functions as a major negative externality. Properties flanking high-noise secondary arterials see depressed valuation growth compared to identical homes situated just one block away from the acoustic impact zone.

4. Summary of Documented Corridor Metrics & Impact Factors

Factor	Baseline Condition	Environmental & Health Impact

General Plan Contour Target	> 60-65 dBA CNEL Corridor	Exceeds California's preferred residential thresholds, mandating indoor structural noise insulation.
BCHD EIR Acoustic Monitoring	Constant daytime/evening mobile source noise	Validates resident claims of a constant, unrelenting wall of traffic noise on the 500-600 block.
85th Percentile Speed (38-41 MPH)	Exceeds posted 35 MPH limit.	Acoustic energy increases exponentially; 40 MPH creates double the noise force of 35 MPH.
Roadway Geometry (64-ft Cross-Section)	4 wide lanes with empty off-peak space.	Acts as an acoustic megaphone, reflecting tire-and-engine noise directly into multi-family residential setbacks.
Heavy Commercial Bypass Traffic	Vehicles over 3 tons utilizing residential Prospect.	Introduces structural low-frequency vibrations and high-decibel diesel engine braking.

5. Proposed Structural Mitigations

Standard law enforcement cannot solve a systemic environmental problem caused by poor roadway design. We urge the Commission to recommend a multi-layered engineering and policy approach to quiet the corridor:

- Geometric Modification (The Road Diet):** By reducing North Prospect Avenue from 4 lanes down to 2 active driving lanes with a center-turn median and Class IV protected bike lanes, the city will narrow the field of vision for drivers. This structurally caps vehicle speeds, lowering the baseline ambient noise level.
- Acoustic Resurfacing:** When this segment undergoes future maintenance, the city should mandate the use of open-graded friction courses or rubberized asphalt. This material absorbs tire-pavement interaction noise, providing an immediate, permanent reduction in neighborhood decibels.

- **Heavy Vehicle Diversion:** Enforcing the existing commercial vehicle ordinances will remove heavy trucks from an un-designated route, instantly deleting the most disruptive, low-frequency sound elements from our daily lives.

The data proves our street is too fast; science and municipal EIRs prove it is too loud. We urge the Commission to take action tonight to restore safety and peace to the 500-600 North Prospect community.

Respectfully Submitted,

The 500-600 N. Prospect Resident Community

LEGAL TIMING & LIABILITY

MEMORANDUM

TO: Redondo Beach Public Works, Sustainability, and Safety Commission

FROM: The 500-600 N. Prospect Resident Community

DATE: June 22, 2026

SUBJECT: Statutory Notice of Dangerous Condition of Public Property: City Exposure under Government Code 835 and Potential Financial Liability for Kinetic and Acoustic Hazards

1. Executive Summary & Statement of Intent

The 500-600 block of North Prospect Avenue Resident Community presents this memorandum to formalize the **actual and constructive statutory notice** of systemic hazardous conditions impacting our corridor. While our previous submittals established the physical, data-driven, and environmental aspects of these threats, this document outlines the severe, multi-million dollar fiscal vulnerability facing the City of Redondo Beach by its continued deferral of necessary traffic-calming measures.

We are deeply concerned for the health and physical safety of our families, neighbors, and local school children. Simultaneously, as local taxpayers, we are driven to protect the financial stability of our municipality.

The Financial Core of this Notice

By establishing exhaustive, written documentation of documented speeding, failure to enforce heavy truck bans, high collision baselines (13.8 per year), and extreme dBA spikes, the community is permanently stripping the City of its defense of "ignorance" or "lack of notice" under California municipal liability law.

Should a severe or fatal collision occur along this segment, or should the ongoing structural noise violations precipitate chronic health issues, this record will serve as cornerstone evidence. It will demonstrate that the City possessed actual knowledge of a **Dangerous Condition of Public Property** and intentionally failed to exercise due care to execute remedial protections, expanding the City's exposure to massive tort liability.

2. California Statutory Framework for Municipal Liability

Under the **California Government Claims Act (Government Code, Section 810 et seq.)**, public entities generally enjoy sovereign immunity unless a specific statute establishes liability. Our community's legal strategy centers on the explicit exceptions provided for under California law.

A. Government Code Section 835: Dangerous Condition of Public Property

A city is held directly liable for personal injuries or wrongful death if a plaintiff can establish that

the public property was in a dangerous condition at the time of the incident, that the injury was proximately caused by that condition, and that the risk was reasonably foreseeable. To establish liability, the plaintiff must satisfy one of two conditions under Section 835:

- **Subdivision (a):** A public employee negligently or wrongfully created the condition.
- **Subdivision (b):** The public entity had **actual or constructive notice** of the dangerous condition under Section 835.2 a sufficient time prior to the injury to have taken protective or remedial measures.

B. Defining the Legal Threshold of "Dangerous Condition"

Under **Government Code Section 830**, a dangerous condition is defined as a physical attribute of property that creates a substantial risk of injury when used with due care in a reasonably foreseeable manner. California courts have consistently held that a public entity cannot escape liability by claiming a third party (i.e., a speeding motorist) was the immediate cause of the injury.

As established in *Castro v. City of Thousand Oaks (2015)*, a public entity is liable under Section 835 when a physical characteristic or feature of the property increases or intensifies the danger to users from predictable third-party negligence. The over-wide, 64-foot, under-capacity 4-lane cross-section of North Prospect Avenue is the precise physical feature that encourages and intensifies third-party speeding, rendering the road dangerous in its own right during off-peak hours.

3. The Power of Written Notice and Defeating "Design Immunity"

A primary defense deployed by municipalities in traffic lawsuits is **Design Immunity (Government Code Section 830.6)**, which attempts to shield a city from liability if the road was constructed according to an approved plan that was reasonable at the time of construction. However, California Supreme Court precedent dictates that this immunity is neither permanent nor unconditional.

A. The Loss of Design Immunity

In the landmark case *Tansavatdi v. City of Rancho Palos Verdes (2023)*, the California Supreme Court affirmed that even if a city is protected by design immunity for a physical element of a roadway, it can still be held liable for a separate **failure to warn** or protect against a known hazard that has manifested over time.

Furthermore, under long-standing precedent from *Baldwin v. State of California (1971)*, design immunity terminates completely when:

1. The approved design has map-proven, data-driven hazards in practice.
2. The city is put on explicit notice of those hazardous conditions.
3. The city undergoes a change in physical traffic conditions (such as the volume spikes and development detailed in the BCHD Healthy Living Campus EIR) and fails to remedy the setup within a reasonable timeframe.

B. Establishing Actual Notice Under Section 835.2(a)

This memorandum, alongside our prior submittals linking the 85th percentile speed overruns (38–41 MPH) and the SWITRS data proving that unsafe speed causes 26% of local collisions, cements **actual notice** into the City's formal records. The City Attorney, City Council, and this Commission are now legally deemed to possess direct, actual knowledge of the risk. Continued inaction will be interpreted in a court of law as a deliberate choice to tolerate a known public hazard, entirely removing the City's primary defenses in future litigation.

4. Acoustic Recourse: Public Nuisance and Environmental Writs

While kinetic vehicle impacts represent an immediate physical threat, the documented noise levels exceeding 60–65 dBA CNEL generated by the roadway design create an independent pathway for legal recourse.

- **Code Compliance and the Noise Element:** The Redondo Beach General Plan EIR establishes strict noise thresholds for residential land uses. By maintaining an arterial design that causes constant mobile-source noise overruns, the City is actively failing to comply with its own regulatory mandates.
- **Code of Civil Procedure Section 1085 (Writ of Mandate):** If an administrative agency or municipal commission fails to execute its ministerial duties—such as enforcing heavy truck route restrictions or implementing mandated traffic controls—neighborhood associations possess the legal right to file a Writ of Mandate. This asks a California Superior Court judge to compel the City to implement its own public health and safety protocols.
- **Inverse Condemnation Actions:** In distinct circumstances where public infrastructure projects generate noise, vibration, or systemic pollution that disproportionately destroys the quiet enjoyment and economic value of private residential assets, property owners can pursue inverse condemnation under the California Constitution, forcing the public entity to compensate for the diminished value of their homes.

5. Risk Assessment: Financial Impact of Municipal Inaction

The fiscal risk of ignoring the 500-600 North Prospect block is substantial. In the state of California, recent jury verdicts and pre-trial settlements involving cities that failed to implement traffic-calming or pedestrian safety improvements after receiving notice of a dangerous condition have resulted in massive payouts:

Liability Component	Legal Vector	Potential Financial Exposure
Wrongful Death /	Gov. Code 835 (Dangerous	\$5,000,000 – \$25,000,000+

Catastrophic Tort	Condition)	per incident
Inverse Condemnation / Property Claims	CA Constitution Art. I, Sec. 19	Diminished valuation claims aggregated across corridor parcels
Class Action Environmental / Writs	CCP 1085 Mandamus Actions	Direct city expenditure on mandatory court-ordered fast-track redesigns and legal fee shifts
Workers' Comp / Employee Liability	BCHD / Municipal Medical Frontages	Multi-party structural liability for compromised access routes to public healthcare assets

6. Conclusion: A Mutual Mandate for Safety and Fiscal Prudence

The 500-600 N. Prospect Resident Community does not deliver this memorandum as an adversarial gesture, but rather as an exercise in community co-governance. We are providing the Commission with the exact legal and data-driven leverage needed to justify prioritizing capital expenditures for the *Prospect Avenue Mobility Corridor and Complete Streets Proposal*. The choice before this Commission is simple: allocate local funds proactively to execute a standard, traffic-calming Road Diet that quiets the street, protects local school children, and lowers operational speeds to the legal limit—or face the virtual certainty of future litigation where the City will have no defense, no immunity, and an undeniable record of prior notice. We strongly urge the Commission to recommend immediate, structural, complete-streets engineering solutions to city staff tonight.

Respectfully Submitted,
The 500-600 N. Prospect Resident Community