

Jessica Handlin

From: Ryan Liu
Sent: Friday, June 20, 2025 8:36 AM
To: Jessica Handlin
Cc: Jesse Reyes
Subject: FW: FYI - 500-600 N Prospect One-Way - Use of Discretionary Painted Red Curb to Enhance Visibility to Deter Crime at the Bus Stop is allowed under MUTCD

Second blue folder.

Ryan Liu, PE

Redondo Beach | Traffic Engineering

From: Mark Nelson (Home Gmail) <[REDACTED]>
Sent: Thursday, June 19, 2025 10:00 PM
To: Traffic Engineering <trafficengineering@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>
Cc: Paige Kaluderovic <Paige.Kaluderovic@redondo.org>
Subject: FYI - 500-600 N Prospect One-Way - Use of Discretionary Painted Red Curb to Enhance Visibility to Deter Crime at the Bus Stop is allowed under MUTCD

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Due to the child molestation/predator investigations in the local neighborhood area as noticed to us by former Director Semaan in email, additional red curb beyond the current daylighting behind the bus stop is needed. It's unclear if it's 10 feet more or 20 feet more, but it should be enough to assure clear visibility consistent with the University of California studies that state that visibility is a key attribute to the safety of bus stops. None of us would want a child molestation on our conscious for want of a quart of red curb paint, would we? Further, Dr. Lesser discusses urination, defecation and the unhoused and their impacts on arterial bus stops.

This will be a topic of discussion at the PWSC next week.

The following is the discussion of discretionary red curbs, specifically for increased visibility and safety - this precise requested use:

Within the context of the Manual on Uniform Traffic Control Devices (MUTCD), "**discretionary red zones**" generally refer to locations where red curbs and related parking restrictions are applied based on a jurisdiction's engineering judgment and established policies, not solely on mandatory standards.

Here's a breakdown of what that means:

Red curbs signify "no parking" zones. Red is the standard color used to indicate a complete prohibition of parking, stopping, or standing, with limited exceptions like bus stops designated with the appropriate signs.

"Discretionary" suggests a degree of flexibility in implementation. While the MUTCD provides guidance and standards for traffic control devices, it also allows for professional engineering discretion in specific applications, such as determining where and how to implement parking restrictions.

Examples of discretionary red zones:

Visibility improvements: Red curbing is often used at intersections to improve sight lines and safety.

Emergency services requests: Emergency responders may request red zones to ensure clear access.

Addressing congestion/efficiency: Red zones can be used in areas where parked cars hinder traffic flow or reduce

operational efficiency.

Specific locations: This can include areas like fire hydrants, mailboxes, and **transit stops**.