



Administrative Report

Date: March 25, 2024

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

DISCUSSION OF AMENDMENTS TO REDONDO BEACH MUNICIPAL CODE SECTION 3-7.12 AND IMPLEMENTATION OF AB 413

SUMMARY

Assembly Bill 413 is a state law that went into effect on January 1, 2024. Also known as the “daylighting bill,” AB 413 amends the California Vehicle Code (CVC) Section 22500 to prohibit the stopping, standing, or parking of any vehicle within 20 feet of any marked or unmarked crosswalk, or 15 feet where a curb extension (bulbout) is present. In accordance with AB 413, prior to January 1, 2025 jurisdictions may only issue warnings for violations unless otherwise marked by signage or paint (red curb). In 2025, jurisdictions are allowed to enforce the provisions of AB 413 whether or not red curb and/or signage is present, similar to current parking restrictions adjacent to fire hydrants. Most cities in California have not yet communicated strategies to comply with this new state law. The City has started to receive some questions from informed residents asking how the City plans to implement this law.

Staff recommends a gradual implementation and enforcement strategy for AB 413 based on conversations with RBPD and other transportation engineers in other California cities, including discussions with Hermosa Beach and Manhattan Beach. Implementation of AB 413 would address visibility concerns at intersections.

Staff also recommends revisions to subsections of RBMC Section 3-7.12 to update and remove conflicting language. **Attachment 1** shows redlined proposed revisions to RBMC in consultation with RBPD and RBFD. **Attachment 2** provides a draft ordinance reflecting those revisions. The City Attorney’s office is currently reviewing the proposed revisions and will be ready to consider any additional recommendations provided by the PWSC.

Staff is seeking input and direction on this matter from the public and Public Works and Sustainability Commission (PWSC) prior to discussion and a potential ordinance change at City Council.

BACKGROUND

Attachment 3 is an infographic that depicts potential benefits of “daylighting” crosswalks and intersections. CVC states that legal crosswalks are present at nearly all intersections whether marked or unmarked with striping. Maintaining clear sight lines at crosswalks has

been proven to reduce the frequency and severity of vehicle-pedestrian collisions and conflicts. Drivers are less likely to yield the right-of-way to pedestrians when there is not enough time and visibility to stop. Providing improved sight distance at intersections also aids driver visibility of traffic from conflicting directions, especially with the overwhelming popularity of larger and taller vehicles (SUVs) with residents, including electric vehicles that are typically heavier and faster accelerating.

AB 413 aims to “daylight” intersections for improved visibility and is now in effect across the State of California. Forty-three other states have adopted similar laws already. Because AB 413 recently went into effect, most cities have not yet communicated plans for implementation. In New Jersey, the neighboring cities of Hoboken and Jersey City have attributed their accomplishment of zero traffic-related fatalities in 2022 to various traffic calming and safety projects, most notably the daylighting of intersections. Although both of those cities are much denser and provide more public transportation options than Redondo Beach, all three cities share characteristics with Redondo Beach such as high parking demand, relatively narrow residential streets, and an urbanized network of gridded streets.

AB 413 now prohibits parking or stopping 20 feet in advance of any legal crosswalk on the approach side, or 15 feet if a curb extension is present. The daylighting zone does not need to be marked with red curb or signed, but citation enforcement may not begin till 2025 unless red curb or signage is present. Cities may install amenities such as bicycle parking corrals or bioswales within the 15 feet daylighting zone, so long as clear sight lines are maintained. Note that red curbs are not required on the departure side of crosswalks, but City staff may mark no parking zones in those locations on a case-by-case basis based on site-specific engineering issues like visibility.

At a local level, RBMC 3-7.12 currently mandates the City Manager to paint or mark no parking zones within 30 feet of any intersection in the Central Traffic District (area bound by Beryl Street, the coast, Ruby Street, and PCH), or within 25 feet of all other intersections and crosswalks. In practice, the City has not prioritized this section of the RBMC, which is more stringent than AB 413. Proposed revisions to RBMC would modify language in the RBMC to better align with state law.

DISCUSSION

The City of Redondo Beach frequently receives requests to install stop signs and/or red curb at intersections and crosswalks due to limited sight lines and narrow streets. The City also frequently receives requests to shorten red curb to provide additional public street parking due to the high demand to park vehicles on the street. City staff intend to start complying with AB 413 as resources permit to improve transportation safety, especially for vulnerable roadway users. Due to a lack of widespread public awareness for this law and the high demand for parking in Redondo Beach, staff will prioritize implementation by painting red curbs at the following locations:

- School zone (painted yellow) crosswalks
- Signalized intersections
- Crosswalks with visibility challenges
- Crosswalks across multiple lanes of traffic in the same direction

- Crosswalks with heavier pedestrian crossing volumes
- Other crosswalks determined by engineering staff to experience higher driver/pedestrian conflicts based on engineering judgement and/or resident feedback

Like other red curb locations, enforcement may begin immediately at these locations. AB 413 allows for a shorter 15-foot no parking zone if a curb extension (bulbout) is present. Since late 2023 after AB 413 was signed, City staff have kept this provision in mind when striping new red curb where bulbouts were recently installed. Staff proposes that if the five (5) foot difference in no parking zone could potentially prevent the loss of an additional parking space, installation of a bulbout (using striping and vertical elements such as flexible posts, or using concrete, may be considered. Construction of a bulbout must also consider drainage conditions, street sweeping load, and bicycle traffic, which will vary on a case-by-case basis.

The City's transportation engineer met with RBPB's Parking Enforcement Unit to discuss education and enforcement strategies and together determined that a gradual approach for implementation of AB 413 standards would be appropriate. RBPB would continue to issue citations for parking or standing along any red curbs, and begin an educational warning campaign on the dangers of blocking the visibility of crosswalks. RBPB will prepare and provide a brief educational flyer for drivers violating CVC 22500 where red curb and/or signage may not be present. In 2025, citations may be considered depending on the nature of the violation in accordance with state law.

The addition of red curb at many intersections is expected to result in a loss of some street parking at intersections. It is not yet known exactly how many spaces may be lost but, for comparative purposes, the City and County of San Francisco expects a total on-street parking loss of 5% if all intersection corners are painted red. San Francisco has a higher intersection density than Redondo Beach, so staff expect a similar or lower percentage of parking spaces would be affected within Redondo Beach. Nonetheless, daylighting intersections would provide valuable safety benefits to people driving, biking, and walking, and this type of parking prohibition is already in force in 43 other states.

Revisions to RBMC 3-7.12

Attachment 1 shows the proposed revisions to parking sections of the RBMC, and are summarized below. **Attachment 2** shows the proposed ordinance.

- Removal of most designated "No Parking Zones" language in Section 3-7.1203 to align with more lenient state law.
- Addition of a local parking prohibition within 10 feet of any fire hydrant.
- Removal of most of Section 3-7.1204 to provide flexibility to staff and align with Council-adopted curb policies.
- General language cleanup of Section 3-7.1205 regarding colored curb zones and current accessibility standards.
- Removal of most of Section 3-7.1206 pertaining to requests for curb color changes to provide flexibility and align with Council-adopted policies.
- Removal of Section 3-7.1210 pertaining to taxicab stands based on societal shifts surrounding ridehailing platforms (Uber, Lyft etc.)

- General language cleanup (gendered language, obsolete terminology)

For “No Parking Zones” around fire hydrants, the City currently defers to CVC 22514, which prohibits parking within 15 feet of a fire hydrant statewide, whether or not the curb is painted. CVC 22514 also allows jurisdictions to adopt a different length of “No Parking Zone.” The City’s Transportation Engineer consulted with RBFD on potential decreases to fire hydrant no parking zones and concluded that within 10 feet would be sufficient for RBFD operations (**Attachment 4**). If approved, City staff would proceed to paint red curb within 10 feet of all fire hydrants, or 20 feet in total. City staff would start with locations where the newly reduced fire hydrant red curb zone could result in an additional parking space. This would help address some of the parking loss attributed to AB 413.

COORDINATION

Coordination of this report and revisions to RBMC took place within the Public Works Department, RBFD, RBPB Parking Enforcement Unit, and the City Attorney’s Office. Communications also took place with transportation engineers at other California cities.

PREPARED BY:

Ryan Liu, Transportation Engineer

SUBMITTED BY:

Ted Semaan, Public Works Director

ATTACHMENTS

- 1 – Track Change Revisions to RBMC 3-7.12
- 2 – Draft Ordinance
- 3 – AB 413 Infographic
- 4 – RBFD Concurrence with Proposed Fire Hydrant “No Parking Zones”

§ 3-7.1201 **Application of provisions.**

The provisions of this article prohibiting the stopping, standing or parking of a vehicle shall apply at all times or at those times specified in this article except when it is necessary to stop a vehicle to avoid conflict with other traffic or in compliance with the directions of ~~a police officers~~ sworn public safety personnel or official traffic control devicess.

The provisions of this article imposing a time limit on standing or parking shall not relieve any person from the duty to observe other and more restrictive provisions prohibiting or limiting the standing or parking of vehicles in specified places or at specified times.

(§ 52, Ord. 1539)

§ 3-7.1202 **Parkways.**

No person shall stop, stand or park a vehicle within any parkway.

(§ 53, Ord. 1539)

§ 3-7.1203 **No parking zones: Designated.**

The City Manager and/or their designee shall appropriately sign or mark the following places, and when so signed or marked, no person shall stop, stand or park a vehicle in any of said places:

(a)

~~At any place within thirty (30') feet of an intersection in the Central Traffic District or in any business district, except that a bus may stop at a designated bus stop;~~

(b)

~~Within twenty-five (25') feet of the approach to the nearest line of crosswalk, except that a bus may stop at a designated bus stop but not within five (5') feet of said nearest line of a cross-walk;~~

(c)

~~In front of any police station or fire station, except that authorized police or fire vehicles may stand in any such place; or~~

(a)

Within ten (10) feet of any fire hydrant.

(d)

~~Within twenty-five (25') feet of any traffic signal, boulevard stop sign or official electrical flashing device, except that a bus may stop at a designated bus stop but not within five (5') feet of any traffic signal, boulevard stop sign or official electrical flashing device.~~

~~(§ 54, Ord. 1539)~~

§ 3-7.1204No parking zones: Authorization to establish.

Appropriate signs or marks indicating that the stopping, standing or parking of vehicles is there unlawful shall be installed at ~~places and points specified in this article~~any locations whenever the City Manager and/or their designee shall have determined, with references to any particular location, that vehicles not in motion could create traffic congestion and / or safety issues. ~~would tend to create traffic congestion or to increase traffic hazard, and when such signs or marks are in place, no person shall stop, stand or park any vehicle in violation of the instructions thereof:~~

~~**(a)**~~

~~At any place within 150 feet of an intersection;~~

~~**(b)**~~

~~Within twenty-five (25') feet of a point where the nearest rail of the track of a common carrier crosses the curb line of a street at any place within a block;~~

~~**(c)**~~

~~At any place where the curb line of a street is in such proximity to the rails of a common carrier that any portion of a vehicle parked there would be within the path of the cars of such carrier or so close thereto as to constitute a hazard;~~

~~**(d)**~~

~~Within ten (10') feet of a driveway to any regularly established bus depot or bus terminal;~~

~~**(e)**~~

~~Within five (5') feet of any driveway not more than twenty (20') feet in width;~~

~~**(f)**~~

~~Upon any viaduct or upon the approach to any viaduct or bridge;~~

~~**(g)**~~

~~Upon any street or portion thereof where, because of the narrowness of the street or the unusual characteristics thereof, parking would create a hazard to life or property or a serious obstruction to vehicular or pedestrian passage; and~~

~~**(h)**~~

~~At any place where necessary in order to eliminate dangerous traffic hazards.~~
~~(§ 55, Ord. 1539)could cause traffic safety, visibility, and/or congestion issues.~~

§ 3-7.1205Curb zones: Time limits: Markings.

(a)

Passenger loading zones. The City Manager and/or their designee is hereby authorized to establish ~~white~~ passenger loading zones with white-colored curbs and/or associated signage in accordance with current Federal and State accessibility standards at such places as ~~he~~ they determines ~~the volume of passenger loading to be such as to result in double line parking or to result in a denial of access to property~~ that the adjacent land uses could generate a substantial volume of passenger loading activity as part of their normally permitted operations.

(b)

~~Material-Commercial~~ loading zones. The City Manager and/or their designee is hereby authorized to establish ~~yellow-commercial~~ loading zones with yellow-colored curbs and/or associated signage at such places as ~~he~~ they determines ~~the amount or type of loading and unloading of materials in relation to the demand for curb parking to be such as to cause double line parking or to result in a denial of access to property~~ that the adjacent land uses could generate a substantial volume of goods loading activity as part of their normally permitted business operations.

(c)

~~Limited-Short-term~~ parking zones. The City Manager and/or their designee is hereby authorized to establish ~~green-time-limited short-term~~ parking zones with green-colored curbs and/or associated signage in places where ~~he~~ they determines ~~that a heavy volume of short time parking makes it necessary to restrict parking time to 15 minutes in order to avoid or reduce traffic congestion or to secure for the public an economic distribution of the use of available curb space~~ they determine that the adjacent land uses could generate a substantial volume of high turnover short-term parking.

(d)

No parking zones. The City Manager and/or their designee is hereby authorized to establish ~~red "No Standing" zones or to post signs reading "No Stopping, Standing, or Parking at Any Time"~~ zones with red curb and/or signage at places where the stopping, standing, or parking of vehicles is prohibited by the provisions of Sections **3-7.1203** and **3-7.1204** of this article or by the California Vehicle Code.

(e)

~~Handicapped-Accessible~~ parking zones. The City Manager and/or their designee is hereby authorized to establish ~~blue-accessible~~ parking zones with colored curbs, markings, and signage in accordance with current Federal and

State accessibility standards for the exclusive use of ~~physically handicapped~~ persons with valid Disabled Person placards and/or Disabled Person License Plates. ~~at places where he determines it necessary to provide reasonable access to property.~~

(f)

Time limits. The time limits and effective hours of ~~white passenger loading zones, yellow loading zones, green parking zones, and red "No Parking" zones~~white, yellow, green, and red curb zones shall be as follows:

(1)

No person shall stop, stand, or park a vehicle in any white curb passenger loading zone except for the purpose of loading or unloading passengers and their personal baggage, and then only for the time necessary therefor, and in no event for more than three minutes, or a different time limit and/or number of days if posted with appropriate signage and/or markings.

(2)

No person shall stop, stand, or park a vehicle between the hours of 7:00 a.m. and 6:00 p.m. on any day, except Sundays and legal holidays, in a yellow curb loading zone, except that commercial vehicles may stop or stand for the purpose of loading or unloading ~~passengers and their personal belongings~~material goods, and then only for the time necessary therefor, but in no event for more than ~~three~~five minutes or a different time limit and/or number of days if posted with appropriate signage and/or markings.

(3)

No person shall stop, stand, or park a vehicle between the hours of 7:00 a.m. and 6:00 p.m. on any day in ~~any a~~ green curb zone, ~~on any day~~ except that passenger vehicles may park in green curb zones for a period of time not to exceed ~~15~~20 minutes between the hours of 7:00 a.m. and 6:00 p.m., or a different time limit and/or number of days if posted with appropriate signage and/or markings. ~~The provisions of this subsection shall not apply between the hours of 6:00 p.m. and 7:00 a.m. of the following day.~~

(4)

No person shall stop, stand, or park a vehicle at any time in any red curb "No Standing" zone or portion of a street posted with signs reading "No Stopping, Standing, or Parking at Any Time"; provided, however, a bus may stop in such a zone or portion of a street marked or designated as a bus zone.

(5)

No person shall stop, stand, or park a vehicle at any time in any blue curb handicapped-accessible parking zone unless the vehicle displays either one of the distinguishing license plates or a placard issued pursuant to Sections 5007, 22511.5 or 22511 of the Vehicle Code of the State.

(g)

Stencil markings. ~~White passenger loading zones, y~~Yellow curb loading zones, ~~and~~ green curb parking zones, and blue curb accessible parking zones shall be marked with stencils as follows:

(1)

~~White passenger loading zones: "Passenger Loading Only";~~

(21)

Yellow curb loading zones: "Commercial Loading Only";

(32)

Green curb parking zones: "Passenger Cars Only - ~~15 or 30~~[As Determined] Minute Limit"; and

(43)

Blue curb handicapped-accessible parking zones: ~~"Physically Handicapped Only." In addition to blue paint, the space may also be indicated by a sign consisting of a profile view of a wheelchair with an occupant in white on a blue background.~~

~~(§ 56, Ord. 1539 c.s., as amended by §§ 1, 2, and 3, Ord. 2202 c.s., eff. April 6, 1977, and § 1(21), Ord. 2844 c.s., eff. November 4, 1999) shall be marked in accordance with current State and Federal accessible parking space standards.~~

§ 3-7.1206Curb zones: Service charges.

In addition to the authority granted to the City Manager for the installation of curb zones, on ~~his~~their own investigation the City Manager and/or their designee is further authorized and empowered to accept applications from private persons for the installation of yellow, white, blue, red, and green curb zones and to require a service charge for the investigation and installation of the curb zones applied for in accordance with adopted policies relevant to the requested curb zone. ~~Applications shall contain the information and be governed as to fees and refunds upon the following terms and conditions:~~

(a)

~~Applications: Form. Each application for the establishment of a yellow, white, or green curb zone shall be in writing upon a form furnished by the City Manager and shall be accompanied by the service charge required by this section. Each application shall set forth the name and address of the applicant, the desired~~

~~location of the zone, the reason for which the zone is needed, and such other information as the City Manager may require. Each application shall be signed by a responsible person at the place of business requesting the curb space.~~

~~(b)~~

~~Applications: Investigations. Upon the filing of each application for a yellow, white, or green curb zone, the City Manager shall cause to be made, upon the basis of traffic engineering principles as contained in the official Traffic Manual, an investigation of the need of such curb zone.~~

~~(c)~~

~~Nonrestriction of uses. Nothing contained in this section shall be construed as permitting or granting to any person any privilege to stop or stand any vehicle for the purpose of loading or unloading passengers or materials to the exclusion of any other person.~~

~~(§ 57, Ord. 1539 c.s.)~~

§ 3-7.1207 **Loading and unloading.**

(a)

Permitted vehicles. Permission granted to stop or stand a vehicle for the purposes of loading or unloading materials shall apply only to commercial deliveries and to the delivery or pickup of ~~express and parcel post and United States mail~~parcels and postage.

(b)

Materials: Time limits. Permission granted to stop or stand a vehicle for the purposes of loading or unloading materials shall apply only to commercial vehicles and shall not extend beyond the time necessary therefor and in no event for more than 20 minutes, or a different time limit if posted with appropriate signage and/or markings.

(c)

Passengers: Time limits. Permission granted to stop or park for purposes of loading or unloading passengers shall include the loading or unloading of personal baggage, but shall not extend beyond the time necessary therefor and in no event for more than three minutes, or a different time limit if posted with appropriate signage and/or markings.

(d)

Abuse of privileges granted. Within the total time limits specified, the provisions of this section shall be enforced so as to accommodate necessary and reasonable loading or unloading but without permitting abuse of the privileges granted.

(§ 58, Ord. 1539 c.s.)

§ 3-7.1208 **Alley parking.**

No person shall stop, stand or park a vehicle for any purpose other than the immediate loading or unloading of persons or materials in any alley.

(§ 59, Ord. 1539 c.s.)

§ 3-7.1209 **Bus zones.**

The City Manager and/or their designee is hereby authorized to establish bus zones for the loading and unloading of buses and to determine the locations thereof as follows:

(a)

Bus defined. "Bus", as used in this section, shall mean any motorbus, motor coach, trolley bus, omnibus, passenger stage or similar vehicle using either a self-contained source of power or power obtained from another source, such as an overhead trolley system not operated upon fixed tracks or rails, and primarily designed for the transportation of more than seven passengers, including the driver, and used, either directly or indirectly, as a common carrier of passengers.

(b)

Length of zones. ~~No bus zone shall exceed fifty (50') feet in length; provided, however, when satisfactory evidence has been presented to the City Manager showing the necessity therefor, the City Manager may authorize zones in such places not to exceed 125 feet in any block~~Lengths of bus zones shall be determined based on current or expected bus zone demand, expected bus vehicle types, and location-specific conditions.

(c)

Curb markings. The City Manager and/or their designee shall authorize the painting of ~~a red-lined curb~~ stenciled with white letters, "No Standing", together with the words "Bus Zone" upon the tops of all curbs and places specified as bus zones.

(d)

Use restricted. No person shall stop, stand or park any vehicle except a bus in a bus zone.

(§ 60, Ord. 1539 c.s.)

~~§ 3-7.1210 **Taxicab stands.**~~

~~(a)~~

~~Designation. The City Manager may designate as a taxicab zone any taxicab stand established in accordance with the provisions of this Code. Such stand shall be used for the parking of taxicabs while awaiting employment.~~

~~(b)~~

~~Permit required. Any taxicab zone so designated shall be occupied only by the holder of the stand permit and shall be occupied only during such hours of the day as may be specified in such permit by the City Manager.~~

~~(c)~~

~~Length of stand. No taxicab zone shall exceed sixty (60') feet in length.~~

~~(d)~~

~~Curb markings. The City Manager shall cause each taxicab zone to be marked either by the painting of a white line on the top of the curb or place stenciled with the words "No Standing" or by appropriate pedestal signs.~~

~~(e)~~

~~Use restricted. No person shall stop, stand or park any vehicle except a taxicab in any taxicab zone.~~

~~(f)~~

~~Fee. Rental for taxicab stands shall be Seven and 50/100ths (\$7.50) Dollars per month, payable to the City Treasurer each month in advance.
(§ 61, Ord. 1539 c.s.)~~

§ 3-7.1211 Authority of VIP's: issuance of certain parking citations.

(a)

Definition. Volunteers in policing or "VIP's" are civilian, non-sworn volunteer citizens who assist members of the police department with specified functions as authorized by the Chief of Police.

(b)

Authority. Volunteers in policing or "VIP's" are hereby authorized to issue parking citations to vehicles which are parked in violation of Vehicle Code Sections 22507.8(a), 22507.8(b) and 22507.8(c) and to perform such other related duties as may be required and authorized by the Chief of Police.

(§ 1, Ord. 2779 c.s., eff. October 3, 1996)

ORDINANCE NO. XXXX-XXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING MUNICIPAL CODE 3-7.12, UPDATING COLORED CURB AND NO PARKING ZONES LANGUAGE.

WHEREAS, it is the intent of the City to update designated no parking and colored curb parking zones in accordance with AB 413, other state and federal standards, and current industry practices; and

WHEREAS, it is the intent of the City to update Municipal Code language and references to reflect current Council-adopted practices.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Article 12 of Chapter 7 of Title 3 of the Redondo Beach Municipal Code is hereby amended to read as follows:

SECTION 2. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 3. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

SECTION 4. PUBLICATION AND EFFECTIVE DATE. This ordinance shall be published by one insertion in the official newspaper of said city, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

PASSED, APPROVED AND ADOPTED this day of , 20 .

James Light, Mayor

APPROVED AS TO FORM:

ATTEST:

Michael W. Webb, City Attorney

Eleanor Manzano, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that Ordinance No. O- was introduced at a regular meeting of the City Council held on the day of , 20 , and approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the day of , 20 , and there after signed and approved by the Mayor and attested by the City Clerk, and that said Ordinance was adopted by the following vote:

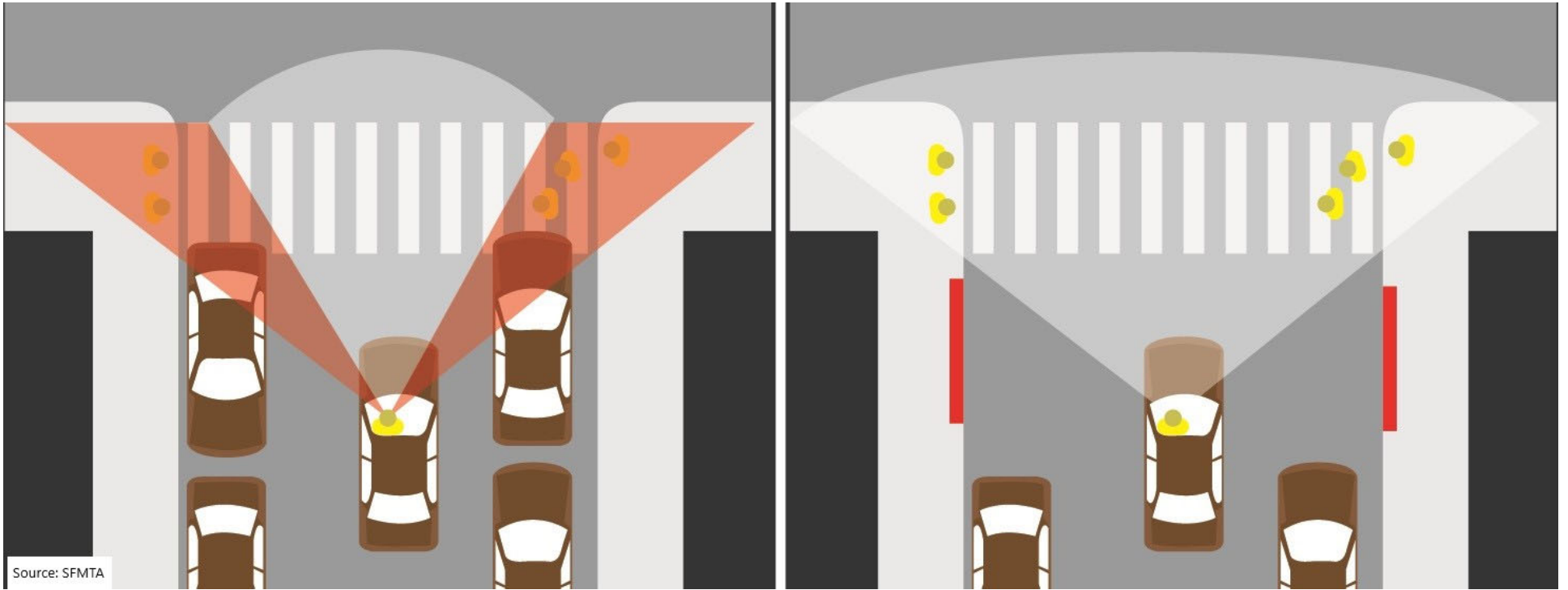
AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, CMC
City Clerk



Ryan Liu

From: Jason May
Sent: Wednesday, January 17, 2024 7:05 PM
To: Ryan Liu; Patrick Butler
Cc: Brian Regan
Subject: RE: Fire Hydrant Red Curbs

Follow Up Flag: Follow up
Flag Status: Flagged

Ryan –

Today one of our Fire Engines went out to conduct several evolutions about the proposed 10' or 20' of red curb surrounding a fire hydrant. Here are their findings:

"After thorough evaluation, we have determined that the 10' distance is impractical. The narrowness of this distance poses challenges for the proper deployment of our large diameter hoses, potentially hindering our emergency response capabilities and risking damage to parked vehicles.

On the other hand, the 20' distance proved to be more effective and practical. We were consistently able to deploy the hose with ample room, using our current hose load, without causing any damage.

Enclosed with this email are photos depicting our operations at both the 10' and 20' distances to illustrate the difference in evolutions.

Considering these findings, I would strongly discourage allowing any vehicles to park within less than 20' (10 feet per side of the hydrant). Doing so may impede our emergency response and pose a risk of damage to vehicles."

Please let me know if additional information would help you with the RBMC refinement.



Jason May
Division Chief
Redondo Beach Fire Department

From: Ryan Liu
Sent: Tuesday, January 16, 2024 1:40 PM
To: Jason May <Jason.May@redondo.org>; Patrick Butler <Patrick.Butler@redondo.org>
Cc: Brian Regan <Brian.Regan@redondo.org>
Subject: RE: Fire Hydrant Red Curbs

Hi Chief May,

Thanks for providing an update. We'll stand by whatever distance you deem is sufficient for your needs. We're aiming to bring this item through the political process starting around the end of February, so there is time.