

**CITY OF REDONDO BEACH
PUBLIC WORKS AND SUSTAINABILITY COMMISSION AGENDA
Monday, April 28, 2025**

415 DIAMOND STREET, REDONDO BEACH

CITY COUNCIL CHAMBER

**SPECIAL JOINT MEETING OF THE PUBLIC WORKS AND SUSTAINABILITY
COMMISSION AND BUDGET AND FINANCE COMMISSION - 6:00 PM
REGULAR MEETING OF THE PUBLIC WORKS AND SUSTAINABILITY
COMMISSION - 7:00 PM**

**ALL PUBLIC MEETINGS HAVE RESUMED IN THE CITY COUNCIL
CHAMBER. MEMBERS OF THE PUBLIC MAY PARTICIPATE IN-PERSON,
BY ZOOM, EMAIL OR eCOMMENT.**

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If you are participating by phone, be sure to provide your phone # when registering. You will be provided a Toll Free number and a Meeting ID to access the meeting. Note; press # to bypass Participant ID. Attendees will be muted until the public participation period is opened. When you are called on to speak, press *6 to unmute your line. Note, comments from the public are limited to 3 minutes per speaker.

eCOMMENT: COMMENTS MAY BE ENTERED DIRECTLY ON WEBSITE AGENDA PAGE:

<https://redondo.granicusideas.com/meetings>

- 1) Public comments can be entered before and during the meeting.
- 2) Select a SPECIFIC AGENDA ITEM to enter your comment;
- 3) Public will be prompted to Sign-Up to create a free personal account (one-time) and then comments may be added to each Agenda item of interest.
- 4) Public comments entered into eComment (up to 2200 characters; equal to approximately 3 minutes of oral comments) will become part of the official meeting record.

EMAIL: TO PARTICIPATE BY WRITTEN COMMUNICATION WITH ATTACHED DOCUMENTS BEFORE 3PM DAY OF MEETING:

Written materials that include attachments pertaining to matters listed on the posted agenda received after the agenda has been published will be added as supplemental materials under the relevant agenda item. Jesse.Reyes@redondo.org

SPECIAL JOINT MEETING OF THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION AND BUDGET AND FINANCE COMMISSION - 6:00 PM

- A. CALL MEETING TO ORDER
- B. ROLL CALL
- C. SALUTE TO THE FLAG
- D. ELECTION OF TEMPORARY CHAIRPERSON FOR JOINT SESSION
- E. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS
 - E.1. [BLUE FOLDER](#)
- F. ITEMS FOR DISCUSSION PRIOR TO ACTION
 - F.1. [DISCUSSION REGARDING THE PROPOSED 2025-26 FY FUNDING FOR CAPITAL IMPROVEMENT PROJECTS \(CIP\)](#)
- G. ADJOURN JOINT MEETING OF THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION AND BUDGET AND FINANCE COMMISSION

REGULAR MEETING OF THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION - 7:00 PM

- H. CALL MEETING TO ORDER
- I. ROLL CALL
- J. APPROVE ORDER OF AGENDA
- K. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS

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.

- K.1. [BLUE FOLDER](#)

- L. CONSENT CALENDAR

Business items, except those formally noticed for public hearing, or discussion are assigned to the Consent Calendar. The Commission Members may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion following Oral Communications.

- L.1. [APPROVE AFFIDAVIT OF POSTING FOR THE PUBLIC WORKS AND](#)

SUSTAINABILITY COMMISSION MEETING

- L.2. APPROVE THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING MINUTES FOR THE MARCH 24, 2025 REGULAR MEETING
- L.3. RECEIVE AND FILE PUBLIC WORKS AND SUSTAINABILITY COMMISSION APPROVED PROJECTS STATUS UPDATES
- L.4. RECEIVE AND FILE THE MONTHLY UPDATE TO THE CITY'S STRATEGIC PLAN THREE YEAR GOALS AND SIX-MONTH OBJECTIVES ADOPTED BY COUNCIL ON OCTOBER 8, 2024
- M. **EXCLUDED CONSENT CALENDAR ITEMS**
- N. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

This section is intended to provide members of the public with the opportunity to comment on any subject that does not appear on this agenda for action. This section is limited to 30 minutes. Each speaker will be afforded three minutes to address the Commission. Each speaker will be permitted to speak only once. Written requests, if any, will be considered first under this section.

- N.1. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS
- O. **ITEMS CONTINUED FROM PREVIOUS AGENDAS**
- P. **ITEMS FOR DISCUSSION PRIOR TO ACTION**
- P.1. FOLLOW-UP DISCUSSION OF LONG-TERM INTERSECTION IMPROVEMENTS AT RIPLEY/HUNTINGTON/PERKINS
- P.2. DISCUSSION OF TRAFFIC CALMING MEASURES ON PROSPECT FRONTAGE ROAD (500-600 BLOCK)
- P.3. DISCUSSION AND POSSIBLE ACTION REGARDING THE CONCEPTUAL DESIGN FOR THE METRO ACTIVE TRANSPORTATION GRANT PROJECT FOR THE REDONDO BEACH BL CORRIDOR & THE NRBB EXTENSION TO GRANT AVENUE AND MOBILITY HUB PROJECT
- P.4. DISCUSSION AND POSSIBLE ACTION REGARDING COMMUNICATION WITH THE CITY COUNCIL ON ITEMS TO BE ADDED OR MODIFIED ON THE NEXT STRATEGIC PLANNING SESSION
- Q. **COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS**
- R. **ADJOURNMENT**

The next meeting of the Redondo Beach Public Works and Sustainability Commission will be a regular meeting to be held at 7:00 p.m. on June 23, 2025, in the Redondo Beach Council Chambers, at 415 Diamond Street, Redondo Beach, California.

It is the intention of the City of Redondo Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the City Clerk's Office at (310) 318-0656 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.

An agenda packet is available 24 hours at www.redondo.org under the City Clerk.



Administrative Report

F.1., File # PWS25-0554

Meeting Date: 4/28/2025

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION AND BUDGET AND FINANCE COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

DISCUSSION REGARDING THE PROPOSED 2025-26 FY FUNDING FOR CAPITAL IMPROVEMENT PROJECTS (CIP)

EXECUTIVE SUMMARY

Each year the Public Works and Sustainability and the Budget and Finance Commissions review the capital improvement projects proposed for the upcoming fiscal year and provide input and recommendations on the projects to Staff prior to their submission to the City Council.

The capital projects presentation materials for FY 2025-26 are in the process of development and will be provided to the commission members at the meeting. The focus for the upcoming FY is the consolidation of CIP projects and a focus on City facility infrastructure and road projects.

COORDINATION

Coordination of the CIP FY 25-30 Proposed Budget occurs with assistance from all Departments.



Administrative Report

K.1., File # PWS25-0543

Meeting Date: 4/28/2025

TITLE
BLUE FOLDER



Administrative Report

L.1., File # PWS25-0544

Meeting Date: 4/28/2025

TITLE

APPROVE AFFIDAVIT OF POSTING FOR THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING

PROOF OF POSTING

I, Jessica Handlin, hereby declare, under penalty of perjury, that I am over the age of 18 years and am employed by the City of Redondo Beach, and that the following document:

Agenda Dated April 28, 2025

of the Public Works and Sustainability Commission
(City Council/Board/Commission/Committee)

was posted by me at the following locations (s) on the date and hour noted below:

Posted on: April 24, 2025 at 5:00 pm
(date) (hour)

Posted at: DOOR "1" BULLETIN BOARD

and at CITY CLERK'S OFFICE

Jessica Handlin, Analyst

04/24/2025
Date



Administrative Report

L.2., File # PWS25-0546

Meeting Date: 4/28/2025

TITLE

APPROVE THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING MINUTES FOR THE MARCH 24, 2025 REGULAR MEETING



A. CALL TO ORDER

A Regular Meeting of the Redondo Beach Public Works and Sustainability Commission was called to order by Vice Chair Beeli at 7:00 P.M., in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California, and teleconference.

B. ROLL CALL

Commissioners Present: Simpson, Bajaj, Anderson, Nafissi, Tsao, Vice Chair Beeli

Commissioners Absent: Chair Arrata

Officials Present: Andrew Winje, Public Works Director
Lauren Sablan, City Engineer
Jesse Reyes, Capital Projects Program Manager

C. SALUTE TO THE FLAG

Commissioner Nafissi led the Commissioners in a salute to the flag.

D. APPROVE ORDER OF AGENDA

Motion by Commissioner Simpson, seconded by Commissioner Anderson, to approve the order of agenda.

Motion carried, by voice vote, 6-0. Chair Arrata was absent.

E. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS

PWSC Liaison Reyes announced one Blue Folder item for J.2 that was added in as an attachment to the agenda.

Motion by Commissioner Simpson, seconded by Commissioner Nafissi, to accept the Blue Folder items.

Motion carried, by voice vote, 6-0. Chair Arrata was absent.

F. CONSENT CALENDAR

No public comment.

PWSC Liaison Reyes confirmed there were no eComments and no one on Zoom.

Motion by Commissioner Simpson, seconded by Commissioner Bajaj, to approve the Consent Calendar.

Motion carried, by voice vote, 6-0. Chair Arrata was absent.

F.1. APPROVE AFFIDAVIT OF POSTING FOR THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING

F.2. APPROVE THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING MINUTES FOR THE FEBRUARY 24, 2025

F.3. RECEIVE AND FILE THE MONTHLY UPDATE TO THE CITY'S STRATEGIC PLAN THREE YEAR GOALS AND SIX-MONTH OBJECTIVES ADOPTED BY COUNCIL ON OCTOBER 8, 2024

G. EXCLUDED CONSENT CALENDAR ITEMS

None.

H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

H.1. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

PWSC Liaison Reyes confirmed there were no eComments and no one on Zoom.

I. ITEMS CONTINUED FROM PREVIOUS AGENDAS

None.

J. ITEMS FOR DISCUSSION PRIOR TO ACTION

J.1. DISCUSSION AND INPUT TO THE CITY MANAGER REGARDING PREPARATION OF THE FISCAL YEAR 2025-2026 BUDGET

City Manager Mike Witzansky stated he is embarking on his annual tradition to reach out to the commissions to seek input on the preparation of budget prior to the delivery to Council; mentioned he is not presenting anything but there to take questions from the Commission and to hear from them matters they would like the City to consider as they prepare the 2025-26 FY budget; stated they deliver the budget to City Council on May 16th as the Charter requires it; reported that Staff is already analyzing and preparing it at the department level which includes employee costs and traditional maintenance and operations functions that require expenditure; stated the City has to absorb annualized

cost increases particularly with various labor agreements that have been negotiated on a multi-year schedule and will look into last year's one-time expenditures such as the expansion of the Crossing Guard Program in the City; explained that the City looks at the one-time programs to determine if the City needs to absorb them into their on-going structural cost; stated the City has additional pressures through the City's unfunded accrued liability expenses, mentioning the CalPERS system costing about \$4.2 million expense; added that the City has some pressures in the Harbor Uplands and Tidelands area and have been supplementing those two funds for the last couple of years mostly due to all of the City's capital expenses down there since they have done a lot of improvements; stated revenues continue to be strong particularly in the City's property tax base, valuations look to be growing at a 5% to 5.3% rate going into the next cycle which is about a \$2 million tax increment for the City year-over-year; mentioned it will be tight this year and it will be a fairly judicious budget preparation on Staff's part and then Council from there; explained his office will get Budget Response Reports and defined what that means; noted it will be a fairly normal budget; asked for the Commission's input.

Commissioner Bajaj had three questions: 1) mentioned loss of gas tax dollars with more electrification and so forth and asked is gas tax something that cities collect? 2) with EV stations and as we get more EV stations on private property, is there any tax or any sort of revenue that comes to the city and does the city have a program or an interest in installing more EV charging stations out in the public right-of-way? And 3) how can the City benefit financially?

City Manager Witzansky responded with: 1) Gas tax is collected at the state level and it has been relatively flat for the City over the last few years due to the ebb and flow of electric to gas but he hasn't seen a noticeable drop and explained the state's policy priorities and distribution of that money is shifting but it has not impacted the City's budgets, 2) the City does not receive any specific excise tax but the City participates in utility user tax as a result and explained if a person installs one at home, they are paying more in electricity and the City benefits in more utility user tax and that applies to public and private; stated the City is always searching for grants to expand their electric charging network but have not been super successful and detailed out some ideas they have in mind, 3) stated it is relatively flat and doesn't see much growth financially at this time.

Discussion ensued on the topic of charging stations.

Commissioner Andersen wondered about installing or if the City already had cameras at key intersections for security purposes throughout the City.

City Manager Witzansky stated the City has several automated license plate reader systems installed at major points of entry in town that are looking specifically at the license plate and they send information into the City's network and have been very successful; mentioned they have not used camera technology just to observe incoming/outgoing traffic but they have invested in technology that allows them to access for opt-in partners

with the commercial sector and provide their camera coverage to the City's police department in real-time which helps in investigations; noted they have invested cameras at community centers and transit centers and have something like 148 cameras around; cited examples of locations where they are placed such as Kingsdale, City Hall and Police facilities; mentioned that there are privacy issues involved.

Commissioner Anderson mentioned discussions on the changing of the Artesia corridor and asked if there had been a thought about developing an Artesia specific plan.

City Manager Witzansky stated the City actually developed what is called the AACAP which is the Artesia and Aviation Corridors Area Plan; noted it has given rise to a series of policy recommendations and Council has adopted some of them such as looking at more flexible parking standards; stated the City also has a distinct art effort occurring there and has money invested to provide an art installation along the boulevard; pointed out that these changes require a lot of CEQA review, traffic analysis, impact analysis, etc. and some will require the vote of the residents.

Commissioner Nafissi stated she had two questions: 1) Is the school district contributing to the expansion of the crossing guard program?

City Manager Witzansky stated they have submitted a formal request for it and that Council and a subcommittee of the School Board Members have been meeting regularly on that topic; stated the City is hopeful but they have not contributed as of yet; mentioned the school district contributes to the City's School Resource Officer Program (SRO).

Commissioner Nafissi's second question was: 2) Is there any efforts to increase more murals or artwork in the City?

City Manager Witzansky stated there are two major installations in the queue and have a contract issued for the mural project on Catalina on the Public Works Yard; noted that artist is not available until the summer; mentioned Engineering is assisting in traffic control in the area and hoped to have the mural complete this July or August; noted the City has another project that is funded and the contract has been secured for the gateway art installation at the parkette at the end of Herondo St.; mentioned another project that may be a combination of mural/sculptural art along Artesia that the City has set aside \$400,000 for as part of the Artesia improvement.

Commissioner Tsao referenced the budget for 2024-25 and stated there was an increase in Public Works budgeting; mentioned it has been significantly increasing over the last 3, 4, 5 years from the cost of materials, personnel, vehicles, professional services; asked what he anticipates in 2025-26.

City Manager Witzansky stated he thinks building out the engineering services division in particular has led the City to that increase in productivity on the capital improvement front, along with deploying more on-call consultants, professional services to help assist in pre-

engineering design, development, etc.; opined it is going to be a bit of a flat year from a personnel standpoint; explained the other pressures the City must focus on such as tree trimming services where vendors cost have also gone up due to inflation; stated he does not see that subsiding in 2025-26.

Commissioner Bajaj asked if there is a line in the budget for staff training and professional development for attending conferences or things of that nature.

City Manager Witzansky stated there is was a big cut during the Covid era but the City has restored the travel training professional development budgets to pre-Covid levels; reported the City has set aside \$80k in this fiscal year budget to do the City's own developed professional programming; stated they are in conversations with the University of Pepperdine to develop a contract management program to help the City create more comprehensive agreements with various vendors by using best management practice in developing terms, terms of service, scope of work, etc with measurables in deliverables, schedules, etc and compensation schedules align with those various deliverables; stated they are getting that out to the City's analysts, managers, directors, and so on this year; reiterated they will be doing the typical travel, training, conference stuff that everyone does through their professional networks and do in-house training through third party consultants.

Commissioner Nafissi stated she would like a comprehensive traffic review and joked she was sure it's really cheap; mentioned it has been on her bucket list for a long time since they are always discussing traffic issues.

More discussion followed regarding studies the City has done and other ones done by the state, future projects, and traffic issues.

Commissioner Anderson brought up the topic of metro lines; noted the locally preferred alternative for the hybrid option was selected; mentioned it is going to start to go into a new phase as they wrap up the comments; stated there is a program management support services contract out for Metro right now, indicating the next phase; reported he knows a couple of consultants that have been selected recently to provide some support; advised to take consideration into who the City would want to have whether consultant or in-house to advise on those improvements as they really get codified in on the plans.

City Manager Witzansky stated they are monitoring that closely; mentioned they have brought on a team of consultants to study the various elements associated with the impacts of that project and a lawyer to support the efforts as well as to assemble the City's comments; noted that Council will take appropriate action as that project design takes shape; stated they are a little unclear at what the hybrid option looks like since it came together last minute and they are doing some additional analysis now for the City; stated he is hopeful that all their concerns are addressed and they will look at it carefully.

Public Works Director Winje stated the Staff recommendation would be to just receive and file that report and solicit any public input on this topic as well.

Vice Chair Beeli opened up the floor for public comment.

Liaison Reyes reported having two cards.

Liam Walsh, District 5, stated he is a volunteer with the South Bay Bicycle Coalition; wanted to share some statistics they have compiled on how the City has been doing with regards to the implementation of the South Bay Bicycle Master Plan; stated Redondo Beach has implemented the most miles of bike lanes out of the seven cities that have adopted the plan in 2011; wanted to thank the Commission and City staff for their service to the community and for the fact that Redondo has established themselves as a leader in the South Bay for building bicycle infrastructure; stated currently they are at about 33% of bike lane miles complete throughout the city, which constitutes 11 miles complete with 23 to go; noted that while he celebrates this progress he does want to bring to light that it has been about 14 years since the plan was adopted so it is at 33% and by that math it will take another 28 years to finish it off; believes as a City it can get done well before the 2050's but it will require a plan to complete the network in a timely manner; stated there was a phase one implementation plan which covered a lot of great improvements in building bike lanes in the last few years; hoped to see an implementation plan that includes the staffing needed to complete the full bicycle master plan over a specific timeframe; suggested a target of three years stating other cities in California have shown that around eight lane miles per year is feasible and it would put Redondo in a good position to be a real biking city for the Olympics if the plan could be done by 2028; noted that the main segments that the City has not had bike lanes but are part of the original plan are: 190th, Artesia, Aviation, Camino Real, Catalina, Inglewood, Marine, PV Blvd, Prospect, Ripley and Sepulveda; stated the South Bay Bicycle Coalition has recently called for protected Class 4 bike lanes on the busy arterial streets; summarized by saying bicyclists really need a connected network of protected bike lanes that are safe and comfortable for all ages and abilities to use and most importantly a funded and staffed plan to ensure the City can complete the plan on some schedule.

Davis Hunt, District 2, wanted to thank the Commission for its service to the community and support in passing all the protected bike lanes; referenced a 2023 study from John Hopkins University that showed narrower lanes that counter to current street design standards, lanes that are about 9 feet wide have one and a half times less collisions and crashes than streets that are 12 feet wide (the narrower a street gets the safer it becomes up to a point); noted it only applies to heavy traffic areas where the speed limit is 30 mph or more; stated he wanted to encourage that because it could be protecting not only cyclists but also drivers and reduce the number of collisions overall.

Brianna Egan (via Zoom), District 1, stated she has some opportunities that the Commission can champion with this budget cycle; wanted to echo some of the comments

made earlier and thank the Commission for their leadership on the areas in the City such as safer infrastructure on the streets, which promotes safety and mobility for everyone, and for the Commission's openness to trying new configurations and traffic calming solutions; recommended more funding for the Public Works department for more staffing and additional new staff members on the Public Works engineering side; wanted to voice her support for bicycle infrastructure that is in progress and potential future infrastructure; listed the areas in progress and felt Prospect Avenue would have the opportunity to link all the schools there with protected bike lanes and suggested doing a study for that; commented on BCT being a bus agency and a service that needs more love from the City; suggested funding for route improvements on the bus line, frequency, improving publicity and communications about the routes so that residents can understand they have alternatives to driving and parking; suggested that the City apply for more funding through Metro Active Transportation and Measure M; mentioned that streamlining can make projects happen quicker; offered SP 922 which is a current law in the State of California that exempts from CEQA active transportation projects, so projects can happen much faster and help the City meet their climate goals; stated she plans to submit a letter along with other folks that details the recommendations.

Liaison Reyes stated there are no more on Zoom.

Motion by Commissioner Simpson, seconded by Commissioner Tsao, to receive and file.

Motion carried, by voice vote, 6-0. Chair Arrata was absent.

J.2. DISCUSSION OF LONG-TERM INTERSECTION IMPROVEMENTS AT RIPLEY/HUNTINGTON/PERKINS

Public Works Director Winje detailed the item to be discussed; stated it is pertaining to the intersection of Ripley, Huntington, and Perkins and adjacent to Adams Middle School and Washington Elementary School; presented a PowerPoint which included:

- Background
 - PWSC discussed on 6/23/23 and Council approved on 10/3/23 an all-way stop at Ripley and Perkins.
 - PWSC and staff would consider long-term improvements in conjunction with capital improvements in the area.
 - Huntington and Perkins are now due for street rehab, opportunity to implement long-term improvements.
- Proposed Solution
 - Reverse one-way eastbound on Huntington to be one-way westbound

- Consolidate all-way stop approaches to be located at Ripley/Perkins
- Expand island to reduce turning speeds, shorten crosswalks, reduce undefined roadway space, allow for ramps, protect power pole, and improve street parking.
- (1) driveway (2701 Huntington) affected
- Improves AWS visibility
- Available Alternatives
 - Recommend staff advance design to convert Huntington Lane from one-way eastbound to one-way westbound, only between Perkins and Ripley, for City Council approval.
 - Keep the Ripley/Perkins/ Huntington intersection as-is when street rehabilitation is performed.
 - Other options as determined by the PWSC.

Commissioner Anderson stated he is a big fan of the design; mentioned he would recommend on the southwest section a crosswalk at Ripley to help mitigate the jaywalking; noted since there is parking on the west side of Ripley the City should look into expanding the curb extension into Ripley 6 to 8 feet because he thinks that is where the best curb extension would be served from a safety standpoint.

Public Works Director Winje wanted to be clear and asked where on Ripley he suggested the curb extension be placed.

Commissioner Anderson stated where Public Works Director Winje proposed extending it out into Perkins, he suggests to also take a look at extending it onto Ripley and gave more explanation on the location.

More discussion followed on the traffic and curb extension and parking at that location.

Commissioner Tsao stated he would like to hear Mr. Ramos' proposal; mentioned he wrote a detailed email with great artwork regarding the item.

Public Works Director Winje mentioned they just got that email today and did a cursory review but Ryan Liu is traveling; stated he reached out to Traffic Engineer Liu and received some comments back from him stating some of the concerns could be mitigated through proper design additional bulb outs and things of that nature; stated he would defer to Ryan Liu on that.

Rommell Ramos, resident of the house on the presentation since 2001, stated he was not prepared to speak tonight and that is why he wrote the email (but since the Commission requested he made himself available); spoke about his experiences over the

years and mentioned it has been a pet peeve of his that people take any possible route “legal or illegal, it’s been done”; talked about seeing the change and that it is supposed to be an improvement but commented that it is still going to create confusion; mentioned it is an unconventional design which will cause confusion; opined it will not change anything and possibly make things more unsafe; stated more people drive faster coming from Inglewood Avenue entering Ripley westbound going 40-50 MPH and explained how it will not add any value or make it any safer; recommended blocking the whole 50 foot section, which will be a conventional solution and will not give drivers any option to make illegal U-turns; explained his experiences on what will really happen with the plan being offered and stated the goal is to mitigate the unsafe situation which would be the recommendation he suggested.

Commissioner Bajaj asked if it is possible to continue the item until Traffic Engineer Ryan Liu is available.

Public Works Director Winje stated yes and that he was going to mention that it would be good to allow Traffic Engineer Liu to review and respond to the specifics that were presented in the email from Rommell Ramos.

Commissioner Bajaj stated he will make a motion after everyone has a chance to speak on the item.

Commissioner Tsao asked if the City has any data around accidents or any issues that have happened at that section.

Public Works Director Winje reported when they did a study on the all-way stop they did not have any reportable/correctable accidents at that location that was driving the need for the stop sign there; he was unsure of any data collected since that study but stated they may have some speed data on Ripley for other purposes but unsure of the timing of that data

Liaison Reyes reported that there are no eComments and no one on Zoom.

Public Works Director Winje asked if there were any other considerations they would like in the motion.

Discussion followed on what else to put in the motion and the feasibility of blocking off the section suggested by Rommell Ramos.

Motion by Commissioner Bajaj, seconded by Commissioner Simpson, to continue the item for Traffic Engineer Ryan Liu to take in further analysis to see if there is any other improved design based on the comments and questions heard tonight.

Motion carried 6-0. Chair Arrata was absent.

Vote by Roll Call:

AYES: Simpson, Andersen, Vice Chair Beeli, Nafissi, Tsao, Bajaj

NOES: None
ABSENT: Chair Arrata

J.3. DISCUSSION AND POSSIBLE ACTION REGARDING COMMUNICATION WITH THE CITY COUNCIL ON ITEMS TO BE ADDED OR MODIFIED ON THE NEXT STRATEGIC PLANNING SESSION

Public Works Director Winje reported this item is regarding the upcoming Strategic Planning session that Council will be holding on Tuesday, April 29, 2025; stated last year Council extended their planning period to a 12-month cycle rather than a 6-month cycle which they had done in the past; stated this is the time where they open it up for new objectives or continued objectives for things that have already been addressed; stated this item is being brought up tonight to give the Commission an opportunity to provide things they would like to see the Council consider for inclusion on the strategic plan either new items or continued items; noted they wanted to give the Commission time to be able to discuss it and determine how they would like to communicate it formally to the Council; gave them some suggestions of how to deliver their items to Council whether it be they appear in person or draft a letter.

Commissioner Anderson noted Measure FP passed in the November election; wondered if there is an interest with staff of trying to incorporate it into the strategic plan; stated that he has noticed the City website currently has three standards: commercial driveway and two for trenching and wondered if there has ever been an internal discussion about creating more comprehensive standards for the City and listed items that he felt are relevant; opined it could be a good reliance for the City; additionally, he highlighted the Green Line review under Goal 6; noted it is in the EIR review and thought it was really great that the City has been engaged through that whole process but stated it is going to go through multiple reviews and go through great separations throughout the project; mentioned he does not know how the hybrid model will work within the City; mentioned it will go underground and on the surface and there will be a lot of surface opportunities to provide public art or have the City represented respectfully; felt the City needs to get its "pound of flesh" with respect to the improvements it will be providing to the City; stated he worked on the Metro Regional Connector Project and it was a big point of discussion; understands it is a while out before it get to the progressive design build project but feels it is really important during the initial stage that the City gets their input in because improvements will be locked in at that point; he realizes that this is not scheduled to be done until 2032, but this is a critical part and recommends the City think about what they want going forward.

Liaison Reyes noted there is no report to receive and file but wondered if the Commission wanted to put any of the ideas into a formal letter or if these are just comments that the Commission is putting in the minutes from Commissioner Anderson; stated he is trying to gauge whether the Commissioners want to submit a formal letter

supporting certain Strategic Plan items or if they want to bring something back for the April meeting before the Strategic Plan; noted he is just giving them options to consider.

Vice Chair Beeli felt it would be a good idea to put it on paper for the Metro before waiting when it may be too late; asked how they should proceed and wondered if it would be seen by the Council.

Public Works Director Winje stated the Council takes input for the Strategic Plan and it is open to the public; noted that Council, Staff, residents, commissioners as residents, commissions as a body can all provide input; stated the advantage of coming in early and discussing it now is they could assign a subcommittee to write a letter on the Commission's behalf and bring back to the April meeting for review, make changes, and approve to distribute the following evening to the Council, as one suggestion; offered another suggestion of making a statement tonight that the Commission could ask Staff to take forward as a memo to the Council.

Commissioner Anderson stated he would be happy to draft a letter and take it to the City Clerk for distribution.

Public Works Director Winje mentioned they could come back with an item at the April meeting with a proposed letter that the Commission could then edit and authorize Staff to forward or bring it to the City Council meeting the next day on their behalf.

More discussion followed regarding the Green line extension, engagement, timeframe, the EIR review period, the Strategic Plan and input for art extensions.

Commissioner Nafissi asked for clarification on what would be in the letter; stated that the Strategic Plan normally outlines what the opportunities for the City are so she is confused what the letter would be for; asked if the letter is encouraging the City to do something specific.

Commissioner Anderson responded that it is a good opportunity for them to have a real focus as the City goes into final design.

Commissioner Bajaj liked the spirit of it but felt that this conversation should happen once it is approved and the alignment is 100 percent; voiced concern if the Commission starts asking for concessions based on an alignment the City doesn't really want it almost shows a willingness to accept it.

Commissioner Anderson stated his improvements are irrespective and more suggestions of items to keep in mind.

Public Works Director Winje stated he can find out what the process is to make those contributions of design and art and who would receive those recommendations and how to engage the public.

Commissioner Nafissi suggested the creation of subcommittees and opined it brings more clarity for suggestions and recommendations.

More discussion followed regarding timelines of strategic planning.

Public Works Director Winje offered Staff support in helping draft the letter with Commissioner Anderson.

Liaison Reyes stated they need to take public comment and he has a speaker card for Liam Walsh.

Liam Walsh, District 5, referenced his previous statements earlier in the meeting; hoped they could come out of the Strategic Plan session with a date or year at which they think the Bike Master Plan could be done; hoped to see a schedule, funding, and what it takes to nail a date down for completion; noted, as part of South Bay Bicycle Coalition, he has a whole host of spreadsheets, maps, and things that go over the status of what has been done, statistics year-over-year, collision data, and maps the City can use to explore to see what all the different plans are; stated he would be more than happy to go into a deeper level at a future meeting if the Commission wanted to agendaize that; offered any help he can give to see the plan through completion; stated that Redondo Beach has been a leader across the South Bay with the Coalition and appreciated all they have been doing.

Liaison Reyes reported no eComments and no one on Zoom.

Commissioner Nafissi referenced the Bicycle Master Plan and wondered if there was a budget for it or if the City has just been implementing it on the go.

Public Works Director Winje stated the City does not use a lot of the General Fund money but they do have transportation funding available and have used what is called the "call for projects" funding to complete the most recent project for Catalina, Boulevard, and a bunch of streets for Nob Hill and a number of improvements over the last year; stated they also have a Metro Active Transportation (MAT) grant that the City is working on to connect Dominguez Park area all the way to El Camino College through the Ripley/Grant, Beach Blvd corridor partnering with Lawndale and the County of LA; mentioned there is a lot of money available and the City is going after it where they can; noted they are starting a project to connect North Redondo Beach bike path to the two blocks to Inglewood; stated that project was awarded just last week and will be in construction this summer; mentioned another project they have to extend from where

that bike path ends southward to Grant Ave and then southward again to Ripley to create a Class 4 or better bicycle pathway through there as well as develop a bicycle hub in the southeast corner of that intersection of Grant and Inglewood; stated all funded through Metro and it is fairly far into design; mentioned the City is going to District 4 Council meeting Thursday night to talk to residents to get some input; reported considerable community push-back on some of the proposed ideas on some of the routes such as Prospect Blvd and detailed out the reasons for the problems and the solutions they are working through.

Commissioner Nafissi thanked Director Winje for the information but wanted to know if there is a plan to accomplish the Bicycle Master Plan.

Public Works Director Winje stated they do not have a date and try to pick them up when they have street improvements on our arterials that the City does; mentioned that City Council typically designates a small amount, such as \$85k, for planning to get them to the next step for design and next steps; spoke about picking up extra funding opportunistically through Measure M and grant programs that are available; mentioned staffing shortages and the other numerous projects the City has to tackle.

More discussion followed on the Strategic Plan, streets, outreach, community input and scheduling of the plan.

Motion by Commissioner Bajaj, seconded by Commissioner Simpson, to have Commissioner Anderson draft a letter to bring back during the April meeting to have the Commission review the letter, edit it, and submit it for City Council consideration.

Motion carried 6-0. Chair Arrata was absent.

Vote by Roll Call:

AYES: Simpson, Andersen, Vice Chair Beeli, Nafissi, Tsao, Bajaj
NOES: None
ABSENT: Chair Arrata

J.4. DISCUSSION ON THE APRIL 2025 PUBLIC WORKS AND SUSTAINABILITY COMMISSION (PWSC) MEETING SCHEDULE

Public Works Director Winje summarized the item; stated most every year in April the Budget and Finance Commission and the PWSC have a combined meeting to talk about the upcoming budget and the CIP program; stated Staff's recommendation would be to have a special joint meeting of the two commissions on April 28th at 6:00 p.m. and then when that is done to adjourn to a regular meeting that is scheduled for 7:00 p.m.

Liaison Reyes reported no eComments, no public comments, and one person on Zoom.

Brianna Egan wanted to echo the comments of Liam Walsh and hoped they would consider all the work Liam has done; hoped that everyone will work together to make the plan happen.

Motion by Commissioner Tsao, seconded by Commissioner Bajaj, to hold a joint meeting with the Budget and Finance Commission on April 28th at 6:00 p.m.

Motion carried 6-0. Chair Arrata was absent.

Vote by Roll Call:

AYES: Simpson, Andersen, Vice Chair Beeli, Nafissi, Tsao, Bajaj

NOES: None

ABSENT: Chair Arrata

K. COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS

Vice Chair Beeli asked about street lighting.

Public Works Director Winje mentioned there were two items: street lighting and brightness; noted he never got the locations and said he will reach out to Edison and petition for new street lights or they can do an illumination study just to see how bright it actually is and the City (under their own power) can adjust the brightness of the fixture that is there; mentioned residents' preferences and said he can talk to Vice Chair Beeli off-line to get the exact location.

Vice Chair Beeli stated it is the intersection of Robinson.

More discussion followed regarding the location and whether it would be an Edison issue.

L. ADJOURNMENT

Motion by Commissioner Bajaj, second by Vice Chair Beeli, to adjourn the meeting at 8:38 p.m. Motion carried 6-0. Chair Arrata was absent.

The next meeting of the Redondo Beach Public Works and Sustainability Commission will be a Special Meeting at 6:00 p.m. and a Regular Meeting to be held at 7:00 p.m. on April 28, 2025, in the Redondo Beach Council Chambers, at 415 Diamond Street, Redondo Beach, California.

All written comments submitted via eComment are included in the record and available for public review on the City website.

Respectfully submitted:

Andrew Winje
Public Works Director

DRAFT



Administrative Report

L.3., File # PWS25-0548

Meeting Date: 4/28/2025

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: PUBLIC WORKS DEPARTMENT

TITLE

RECEIVE AND FILE PUBLIC WORKS AND SUSTAINABILITY COMMISSION APPROVED PROJECTS STATUS UPDATES

EXECUTIVE SUMMARY

Based on Public Works and Sustainability Commission (PWSC) recommendation, Staff has prepared a table comprised of all projects that have been reviewed and then forwarded by the Commission to City Council for final approval since August 26, 2019. The table is included as **Attachment 1**. Staff will continue providing ongoing project status updates to the current Public Works and Sustainability Commission in tabular format on a quarterly basis.

The most recent update was given at the Public Works and Sustainability Commission meeting in January 2025 for Q4 of 2024. Three new items have been added since the last report. One item was deemed complete this last quarter and will be dropped from the tracking table after tonight's meeting.

ATTACHMENTS

Attachment 1 - Public Works and Sustainability Commission Project Status Updates List

PUBLIC WORKS AND SUSTAINABILITY COMMISSION APPROVED PROJECTS - QUARTERLY STATUS UPDATE

Q1 2025

PROJECT NAME (DESCRIPTION)	PWSC MEETING DATE	PWSC RECOMMENDATION	STAFF ACTION	CC MEETING DATE	CC ACTION	PROJECT STATUS	NOTES & PROJECT STATUS
Speed Tables on Flagler (190th to Beryl)	12/02/24	PWSC recommendation for CC approval	Forward to CC	12/05/24	CC approved	Completed	Speed tables installed Feb 2025
Beryl/Guadalupe Enhanced Crosswalk	12/02/24	Install Enhanced Crosswalk	Staff to do		none required	Pending	Striping contractor to install crosswalk in April 2025. Island being delivered.
AWS - Diamond/Gertruda and Diamond/Guadalupe	04/22/24	PWSC Rejection	Staff to explore school access study		CC appropriated funds in FY24-25 for study	Pending	City staff and consultant started school access study. Observations and meetings with RBUSD to be performed week of 10/28/2024. Consultant held stakeholder sessions. Public meeting to be scheduled for February 2025. Staff to meet with new Councilmember for next steps. Study is being drafted.
Truck Routes in So RB	03/25/24	PWSC recommended City Manager and CC discussions with Torrance counterparts	refer to CM and CC	TBD		Pending	In discussion at City Manager and Council level with Torrance. Discussed at Public Safety Commission on 1/23/25.
Curbspace at 2400 Artesia	03/25/24	PWSC Approval	Plan Check	NA	none required	Pending	To be implemented at developer cost.
Pollinator Policy	10/28/24	Native Planting Policy recommended for CC approval	Forward to CC	02/18/25	TBD	Pending	To be discussed at 2/18/25 Council meeting
Pref Parking Zone on N Gertruda	08/28/23	Move forward with Pref Parking Zone - daytimes for res frontage & provide letter to adjacent businesses	Forward to CC	TBD	Approved by CC pending approval by Coastal Commission, if needed	Pending	Planning staff to assign Coastal Development Permit task.
RB Blvd. Corridor MAT Project	06/26/23	Support project but recommend staff seek additional public input	Pursue additional funding	TBD	TBD	Pending	15% Conceptual Design finalized for CC approval, pursued other funding avenues due to construction cost escalations. To be discussed at PWSC in April 2025.
Riviera Village Pedestrian Improvements	03/28/22	To be presented to PWSC at a later date.	Design			Pending	City received a grant to pursue design for comprehensive improvements in the Riviera Village. Project concepts were presented to transportation and design experts at a Metro Complete Streets Training as a case study. RFP will be issued to start design.
Alta Vista Park Access Traffic Calming	06/28/21	Approve analysis, design, installation of updated E&T survey, speed cushion and speed table.	Staff To Do	10/05/21	Approved PWSC/staff's recommendations as presented.	Pending	Speed table in design.
North Redondo Beach Bikeway Extension	09/30/19	Receive and file report - forward Staff's conceptual design to City Council for approval.	Forward to CC See Project Status	12/17/24	Approved plans and specs	Pending	Construction contract awarded, construction to commence in Summer 2025.
Class IV Bicycle Lanes on PVB	01/27/25	For City Council to fund design and construction of Class IV bike lanes	Forward to CC for FY 25-26 Budget	NA	TBD	Pending	Staff exploring funding options.
Meyer Lane Center Line Removal	02/24/25	To remove center line between 190th and Ralston	Staff to do	NA		Pending	To be removed in April 2025
Ripley/Perkins/Huntington	3/24/25 & 4/24/25	Continued to 4/24/25 PWSC pending further analysis and outreach	Back to PWSC	TBD		Pending	To be discussed at 4/28/2025 PWSC and included in final design package



Administrative Report

L.4., File # PWS25-0549

Meeting Date: 4/28/2025

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

RECEIVE AND FILE THE MONTHLY UPDATE TO THE CITY'S STRATEGIC PLAN THREE YEAR GOALS AND SIX-MONTH OBJECTIVES ADOPTED BY COUNCIL ON OCTOBER 8, 2024

EXECUTIVE SUMMARY

On September 10, 2024, the City Council held a strategic planning session to discuss and update the City's Strategic Plan. At the session, the Mayor and City Council considered recent accomplishments, completed a strengths, weaknesses, opportunities, and threats (SWOT) analysis, evaluated and adjusted the previously established three-year goals, and listed specific objectives for the upcoming planning period which was set for the next six-months. On April 15, 2025, the City Council approved the monthly update to the Strategic Plan Objectives adopted on October 8, 2024. A copy of this item is attached.

The Public Works Department has been assigned as leads or partners for a number of objectives under the following goals:

- Goal 1: Modernize the City's Technology and Systems
- Goal 2: Vitalize Commercial Areas of the City
- Goal 3: Increase Environmental Sustainability
- Goal 4: Invest in the City's Infrastructure
- Goal 5: Maintain a High Level of Public Safety
- Goal 6: Enhance the Delivery of City Services

Staff will continue to regularly update the Commission on progress made on this set of six-month objectives as periodic progress reports on the objectives are provided to the Council.

ATTACHMENTS

Attachment 1 - 4/15/2025 City Council Strategic Plan Update

CITY OF REDONDO BEACH STRATEGIC PLAN
THREE YEAR GOALS
6 MONTH OBJECTIVES
 September 2024 – April 2025

CM= City Manager ATCM=Assistant to City Manager CD=Community Development CS=Community Services FD=Fire Department FS=Financial Services HR=Human Resources IT=Information Technology LIB=Library
 PD=Police Department PW=Public Works WED=Waterfront and Economic Development CA=City Attorney CC=City Clerk CT=City Treasurer

GOAL 1: Modernize the City's Technology and Systems							
WHEN	WHO	OBJECTIVES	STATUS			COMMENTS	
			DONE	ON TARGET	REVISED		
1. By March 1, 2025	CC & IT	Digital Records Enhancement: Work with Departments to determine the records that can be digitized in order to improve operations, meet retention requirements, develop a plan to digitize the records, make them more easily accessible to the public, and provide a progress report to the City Council.			X	<i>The City Clerk will meet with the Departments during the summer and report to the City Council in September.</i>	
2. By January 1, 2025	IT & PW	Pallet Shelter WiFi: Develop a plan to provide public WiFi at the pallet shelter.	X			<i>Planning is complete and power for the equipment has been connected to the site. The equipment is scheduled to be installed in May of 2025.</i>	
3. By February 1, 2025	IT & ATCM	Increase Online Services: Inventory City processes by Department and develop a plan to prioritize and implement new digital/online processes to improve the functionality of the City website and enhance service delivery, including a system for Planning and Engineering Permits.	X			<i>The iWorq project is now live.</i>	
Future	CC, IT & ATCM	Agenda Management System and Agenda Forecast: Continue implementation of the new Agenda Management System and work to create an Agenda Forecast report.		X		<i>Upgrades to the City's streaming infrastructure were completed in February. Implementation of the City's new Agenda Management platform began in April, 2025 and is scheduled to be complete in December 2025.</i>	
Future	CC & IT	PRA Software: Research software options to improve the workflow for public records act requests.		X		<i>Research is complete and a draft RFP for PRA software has been shared with stakeholders. The City Clerk will issue the RFP after the Granicus Agenda</i>	

						<i>management update is complete.</i>
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GOAL 2: Vitalize Commercial Areas of the City

WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By March 1, 2025	CD	AACAP Implementation - Rooftop Dining, Lot Merger Incentives, and new Signage Standards: Provide a report to the City Council on the process to study and consider implementing rooftop dining, lot merger incentives that would encourage property reinvestment/revitalization, and options to enhance the quality of business signage along the boulevards.			X	Discussion on the rooftop dining standards for AACAP will occur as part of the Phase II General Plan Update process. The initial General Plan Update Phase 2 discussion is scheduled for June/July 2025.
2. By November 1, 2024	CD	Artesia FAR Increase: Prepare an Environmental Impact Report addressing the impacts of expanding the Artesia/Aviation Corridor FAR from 0.6 to 1.5 in conjunction with the General Plan Update and Zoning Revisions and present the findings to the City Council.			X	Discussion on the rooftop dining standards for AACAP will occur as part of the Phase II General Plan Update process. The initial General Plan Update Phase 2 discussion is scheduled for June/July 2025.
3. By April 1, 2025	CD	Artesia/Aviation Parking Regulation Update: Provide a report to the City Council detailing the impact the changes made to Artesia Blvd parking regulations are having on business reinvestment in the area and share the results with the newly created Economic Development Working Group.			X	This objective will be completed by the working group in conjunction with the members of the Mayor and City Council Economic Development Subcommittee.
4. By April 1, 2025	CS, WED & PW	Public Art and Branding on Artesia: Provide a report to the City Council on public art procurement and branding efforts on Artesia Blvd.			X	Staff received input from the Cultural Arts Commission on the preferred consultant, conducted interviews, and has prepared a draft contract for the preferred consultant. The contract is expected to be presented to the City Council for consideration of approval on May 6, 2025.
5. By December 1, 2024	CS & ATCM	Cannabis Permit Selection Process: Finalize the City's Ordinance for the process to select cannabis retail licenses and regulate cannabis business operations.	X			The Ordinances were adopted by Council on March 11, 2025.
6. By November 1, 2024	CD	General Plan Update: Complete review of the EIR for the proposed General Plan updates and consider the Ordinances for implementation of the City's Housing Element.	X			The City Council certified the EIR and adopted the resolutions and ordinances needed to implement the Housing Element in early November 2024.
7. By February 1, 2025	WED	Harbor, Pier Leasing Strategy: Develop a leasing strategy for critical commercial properties in the Harbor and Pier area.			X	City staff plans to prepare an item regarding priority lease marketing sites as part of a May/June 2025 Closed Session agenda.

8.	By January 1, 2025	WED & PW	International Boardwalk Restaurant Venting Improvements: Provide a report to the City Council on the status of kitchen venting equipment along the International Boardwalk and strategies to reduce associated impacts.	X			The new vents were installed on December 5, 2024.
9.	By April 1, 2025	WED, CD & CM	Attracting New Businesses to the City: Present the City Council with options to stimulate interest from businesses to locate and invest in Redondo Beach. Convene an Economic Development Working Group to help recruit/retain businesses and assist staff in identifying and analyzing conditions/regulations/processes that exist in the City that may impede business reinvestment.			X	<i>City staff has created an internal Economic Development Working Group to help identify impediments to business investment and to begin identifying possible businesses/community members that could be added to the group to assist the effort. The group consists of staff from WED, CD, PW, and CMO. Additionally, staff prepared an administrative report on April 1 for the City Council to consider forming a Mayor and City Council Subcommittee to support the group. The City Council supported the idea and is scheduled to select the committee members on April 15, 2025.</i>
10.	By April 1, 2025	WED & CD	Marina Parking Standards Update: Identify the process and cost to consider adjusting the Local Coastal Program requirements for marina parking.			X	<i>Staff recommends Council consider moving this item to the next strategic planning period.</i>
11.	By March 1, 2025	PW & WED	Pier Plaza Parking Upper Deck Structural Analysis: Provide the City Council with a Budget Response Report (BRR) on the cost to conduct an in-depth structural analysis of the Pier Parking Structure's upper deck.	X			A BRR was included during the Mid-Year Budget review on February 18, 2025
12.	By March 1, 2025	CD & WED	PCH Corridor Area Plan: Provide the City Council with a BRR on the cost and process to create a PCH Corridor Area Plan.			X	<i>The BRR will be presented to the City Council in June.</i>
13.	By January 1, 2025	WED	Review Lease Options for the Waterfront Property that formerly housed the Gold's Gym: Agendize a Closed Session item to discuss lease options associated with the former Gold's Gym site.			X	<i>Staff will agendize a closed session item to discuss the options in May 2025.</i>
14.	By April 1, 2025	WED	Business Concierge Program: Provide the City Council with an update on the impacts of the Business Concierge Program.	X			Staff presented a Discussion Item to the City Council on April 1, 2025.
	Future	PW	Riviera Village Outdoor Dining Parklets and Village Parking Improvements: Using Metro provided grant funds, design sidewalk/right-of-way/parking improvements that would allow for the implementation of long-term outdoor dining in Riviera Village.			X	<i>Staff is developing an RFP to include planning/technical studies and design services for Catalina Ave. improvements and a potential parking structure at the Riviera Village triangle.</i>
	Future	CD	Temporary Use Permits: Review the active TUP's in the City and provide a report on the conditions associated with the permits and their anticipated longevity.			X	<i>Staff has engaged with the California Coastal Commission and is developing a program to</i>

						<i>permanently allow outdoor dining in specific areas. A report outlining the permitting process and status of the TUPs will be brought to the City Council in August 2025.</i>
Future	FS, ATCM & CA	Business License Code Review: Evaluate the City's Business License Ordinance and make recommendations to update business descriptions/definitions and fees.		X		

GOAL 3: Increase Environmental Sustainability

WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By February 1, 2025	PW & CD	Native Planting and Pollinator Requirements: Provide a report to the City Council on options to implement native plant and pollinator requirements in the City and present the feedback provided by the Public Works and Sustainability Commission on the subject.	X			The item was presented to the City Council on March 11, 2025.
2. By February 1, 2025	PW	Stormwater Capture: Provide a report to the City Council on the status of the City’s stormwater capture policies and projects.	X			Stormwater Capture options will be included as part of the General Plan Update in the Open Space and Conservation Element.
3. By March 1, 2025	PW & CS	Wylie Sump Renaming: Provide a report to the City Council on the process to consider renaming Wylie Sump to the Wiley Nature Preserve and engage the Friends of Wylie Sump and the South Bay Parkland Conservancy to develop an MOU(s) for restoration/maintenance of the facility.			X	A Draft MOU is currently being reviewed by staff. Additionally, staff are researching the O&M of the existing flood control facility. A Quitclaim Deed was filed in 2000 between the LAFCD District and the City, transferring all county rights, title, and interest of an easement for a retention and absorption basin, along with related structures, to the City. Staff is targeting the June 3, 2025 meeting for presentation of the MOU to Council.
4. By April 1, 2025	LIB & CS	Develop Experiences to Engage the City’s Historic Resources: Inventory the City’s historical resources and landmark signs and work with the Public Amenities Commission and community members to create audio content for self-guided walking tours highlighting these resources.			X	Staff is working on implementing additional Path of History markers (landmark signs). The Public Amenities Commission formed a “Bringing History to the Community” committee which is working with staff on creating programs and promotions that develop experiences to engage the City’s historic resources.
5. By April 1, 2025	CD & CA	Preservation Ordinance and Historic Resources Survey: Provide a report to the City Council on possible updates to the City’s Historic Preservation Ordinance and prepare a contract for completion of a Historic Resources Survey.			X	A policy discussion on the Historic Preservation Program and pending Historic Survey will be considered as part of the Phase II General Plan Update, which is scheduled for initial discussion in June/July, 2025.

GOAL 4: Invest in the City's Infrastructure

WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By January 1, 2025	PW	Renovations and/or Replacement of City Buildings: Depending on the outcome of Measure FP, provide a report to the City Council on the process/timeline to issue GO bonds and begin the design of new public safety facilities			X	A Reimbursement Resolution and an agreement with a Municipal Advisor was approved by City Council on 03/18/2025. An RFP for an Owner's Representative / Bond Program Manager was put out to market in March. The City received 11 proposals from interested firms. The staff evaluation committee is currently assessing the proposals.
2. On October 15, 2024	WED & PW	Seaside Lagoon: Present the recommended Seaside Lagoon design, cost, and construction phasing schedule for consideration of City Council approval.	X			The Seaside Lagoon design, cost, and phasing plan was presented to City Council (and approved) on October 15, 2024.
3. By January 1, 2025	CS	Veterans Park Library Concessionaire: Identify the facility improvements needed to reopen the Veteran's Park Library Building and finalize the terms of the proposed concessionaire agreement.			X	Terms of the contract with Made by Meg, the selected concessionaire, were discussed in Closed Session on March 18, 2025. Negotiations with MbM are ongoing. The item is expected to return to the Closed Session agenda on May 6, 2025.
4. By April 1, 2025	WED	Boat Launch Pre-Design: Complete the engineering studies needed to design the new public boat launch and present the results to the City Council for review.			X	Studies have been submitted to City staff by the consultant. Staff from PW, CD, and WED have provided comments on the draft studies and the consultant is making necessary adjustments. Staff anticipates sharing the results of the studies in May/June.
5. By March 1, 2025	PW	Street Sign and Traffic Pole Inventory: Prepare a BRR that provides an inventory of the City's street signs and traffic poles and includes funding estimates to systematically replace the signs and poles throughout the City.	X			A BRR was presented to Council on February 18, 2025 detailing the costs associated with this effort.

6.	By March 1, 2025	PW	Street Rehabilitation: Prepare a BRR that identifies the City streets that require major reconstruction and provides cost estimates and funding options for their repair.	X		A BRR was presented to Council on February 18, 2025.
7.	By March 1, 2025	WED & PW	Waterfront Infrastructure Repair Costs: Prepare a BRR on the estimated cost to repair critical public infrastructure in the waterfront including the beach pedestrian path, the storm drain outfall facilities south of Topaz, and the sea walls in King Harbor.	X		A BRR was presented to Council on February 18, 2025 for consideration
8.	By December 1, 2024	CD	Development Impact Fees: Research the cost to conduct a Development Impact Fee Study.	X		<i>The fee study contract has been approved. Work on the fee study has begun and the final report will be presented to the City Council in Summer 2025.</i>
Future		PW & WED	Climate Resiliency Plan: Pursue grant funding and procure an engineering firm to prepare a climate resiliency plan.		X	<i>On February 20, 2025, staff submitted a grant application to the CA Coastal Commission seeking \$500,000 to fund the creation of a Climate Resiliency Plan. A decision by the Coastal Commission is expected by May 31, 2025.</i>
Future		WED	Waterfront Education Center: Discussion on the conceptual plan associated with the Waterfront Education Center, including potential partners and opportunities for plan implementation.		X	<i>The item has appeared on closed session agendas on January 14, 2025 and February 18, 2025. Discussions with the Marine Mammal Care Center are ongoing and staff anticipates returning to closed session in May/June 2025.</i>

GOAL 5: Maintain a High Level of Public Safety

WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By January 1, 2025	WED & FD	Comparative Analysis of Harbor Models: Present a report to the City Council comparing the City's harbor/marine management operating model/organizational structure to others.			X	<i>Staff has conducted research of harbor staffing models utilized in other jurisdictions. The information will be used to inform future Budget considerations and be presented accordingly.</i>
2. By February 1, 2025	CA, FD & PD	Mental Health Response: Present a report to the City Council on the City's efforts to utilize grant funding to hire a mental health clinician to provide targeted response to mental health-related incidents in the City.			X	CA's Office plans to present this item to Council on May 6, 2025.
3. By April 1, 2025	PW & PD	Shooting Range Replacement: Complete the studies/design work needed to prepare the federal grant application for funding to replace the City's Police Shooting Range and engage appropriate outside/partnership agencies.		X		<i>The City's grant writing consultant has prepared a draft application. Meetings with representatives from the Space/Air Force and other Federal agencies are ongoing.</i>
4. By February 1, 2025	FD & HR	Recruit and Hire an Emergency Preparedness Coordinator: Prepare a job specification for the Emergency Preparedness Coordinator position.			X	<i>Job specifications that address emergency preparedness duties are being evaluated/drafted.</i>

GOAL 6: Enhance the Delivery of City Services

WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By December 1, 2024	ATCM, CA & CC	Code of Conduct: Update the Code of Conduct Policy for City Council and Commissioners per Council direction and present the revised policy to City Council for consideration of approval.			X	<i>This item was presented to City Council on April 1, 2025. Mayor Light volunteered to prepare an updated draft for Council consideration.</i>
2. By March 1, 2025	CS	Redondo Beach Performing Arts Center: Provide a report to the City Council on the status of RBPAC operations and ways to maximize facility revenue.	X			<i>This item was presented to City Council on April 1, 2025.</i>
3. By February 1, 2025	CS & PW	Memorial Bench/Plaque Program: Explore options to expand the City's memorial bench/plaque program including alternative commemorative opportunities (including plaques and artwork) along the Esplanade.			X	<i>This item will be presented to Council in May/June 2025.</i>
4. By April 1, 2025	ATCM	Olympics/World Cup Activities: Work with Olympic and World Cup organizers to host promotional activities and events in Redondo Beach.			X	<i>The Mayor and City Manager are forming a working group to engage representatives from LA28.</i>
5. By January 1, 2025	ATCM & CA	Green Line EIR Review: Identify and engage consultants needed to assist the City with review/analysis of the EIR prepared by Metro for the Green Line Extension Project.			X	An agreement with an Environmental Review firm was approved by Council on January 21, 2025 and an agreement with a Geotechnical firm was approved on February 4, 2025. Both firms will help with the review of Metro's latest environmental impact documentation.
6. By April 1, 2025	CM & FS	Staffing Needs Assessment: Provide the City Council with a report on the costs of adding staff positions to the organization that would enhance critical City services.			X	<i>Staff is analyzing priority staffing needs and will provide information as part of the FY 25/26 Budget Process.</i>
7. By March 1, 2025	CM & FS	Contract Management Position: Provide the City Council with a report on the cost of adding a contract management position to the organization.	X			A candidate with contract management skills was identified as part of the recruitment/hiring of the ATCM position. The new employee begins on March 24 and will be tasked with coordinating a citywide contract management training program, in partnership with a local university.
8. By April 1, 2025	CS	Bus Stop Advertising: Research the opportunity to utilize bus stop furniture/structures to generate advertising revenue and provide a report to the City Council.			X	<i>Staff has completed research into federal guidelines related to revenue generated from federally funded bus stops and</i>

						<i>has explored other advertising options within the City's transit system. A cost analysis has also been completed. Staff will bring this report to the City Council in May 2025.</i>
9. By April 1, 2025	IT & All Depts.	Develop Department Performance Metrics: Identify what performance data is available in each department and determine the feasibility of providing periodic reports to the City Council and/or Commissions to enhance the public's general knowledge of City operations.			X	<i>Staff is currently preparing a document to submit to Council prior to the end of the Fiscal Year to present possible options for achieving this strategic objective.</i>
10. By April 1, 2025	LIB	Library Grant Exploration: Explore opportunities to secure grant funding to develop and support a public 3D printing program.		X		Staff continues to explore grant opportunities to develop and support a public 3D printing program.
11. By February 1, 2025	CA	Anti-Camping Regulations: Evaluate recent anti-camping court decisions and report to the City Council on any recommended corresponding modifications to the Redondo Beach Municipal Code.			X	<i>This item was presented to City Council on April 1, 2025 and is scheduled for consideration of second reading and adoption on April 15, 2025.</i>
12. By April 1, 2025	CD & CA	Co-Living/Single Room Occupancy Policy: Evaluate options for regulating Co-Living and Single Room Occupancy development in the City and provide a report to the City Council.			X	<i>The Policy will be developed following the GP Phase 2 Update.</i>
13. By March 1, 2025	CM, ATCM & FS	City and RBUSD Shared Expenses: Work with RBUSD officials to identify ongoing expenses and develop appropriate agreements/MOUs to formalize responsibilities for publicly shared facilities.		X		Discussions are ongoing as a part of regular meetings of the City Council / School District Board Member Subcommittee. A letter formally requesting funding for the City's Crossing Guard Program was submitted by the CM to the School Superintendent in late February.
Future	CD & CA	Inclusionary Housing Ordinance: Work with HCD staff to determine the feasibility/benefits of an inclusionary housing ordinance.		X		



Administrative Report

N.1., File # PWS25-0545

Meeting Date: 4/28/2025

TITLE

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS



Administrative Report

P.1., File # PWS25-0551

Meeting Date: 4/28/2025

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

FOLLOW-UP DISCUSSION OF LONG-TERM INTERSECTION IMPROVEMENTS AT RIPLEY/HUNTINGTON/PERKINS

EXECUTIVE SUMMARY

Staff is finalizing construction plans for an upcoming residential street rehabilitation project along Huntington Lane and Perkins Lane. After previous discussions and action at the Ripley/Huntington/Perkins intersection, staff recommends revised modifications to the intersection after analyzing area residents' feedback. At this time, staff proposes to keep overall traffic patterns the same, but recommends implementing necessary safety improvements. This block, which contains frontage for one residence, is currently one-way eastbound. Staff is seeking input on this matter from the public and from the Public Works & Sustainability Commission (PWSC) in advance of final plans being prepared.

ANALYSIS

The following background and prior discussions pertaining to this intersection are provided in **Attachment 2**:

- June 26, 2023 PWSC - All-Way Stop recommended, long-term improvements suggested
- October 3, 2023 City Council - All-Way Stop approved
- March 24, 2025 PWSC - Long-term improvements discussed; item continued

During the March 24, 2025 PWSC meeting, staff and the PWSC received feedback and suggestions from an area resident. The PWSC decided to continue the discussion to the April 28, 2025 PWSC meeting. Since the March meeting, City staff worked with the resident to clarify the City's goals and intentions, and provided alternative solutions. In particular, the resident expressed visibility concerns about reversing into a street (Huntington Lane) that receives traffic from Ripley Avenue (one-way westbound) rather than Perkins Lane (existing one-way eastbound).

At this time, City staff is recommending a revised street improvement plan that addresses both the resident's concerns and the previously identified and discussed issues (**Attachment 1**). Staff shared Attachment 1 with the resident, who was in support of the revised concept. Staff proposes to keep existing traffic patterns the same, where Huntington Lane remains one-way eastbound between Perkins and Ripley. This would require less signage and pavement markings than a one block one-way conversion. This would also preserve one parking space along Huntington Lane adjacent to homes. However, parking would remain prohibited along the island to preserve visibility. Staff

continues to recommend relocating the westbound Ripley stop approach to the Perkins intersection to comply with engineering and safety best practices. Next, staff continues to recommend curb extensions to provide necessary space for curb ramps, reduced turning speeds, and improved intersection approach angles. Lastly, staff proposes to expand the island formed by Ripley, Perkins, and Huntington to reduce unnecessary roadway space. Curb ramps and sidewalk will be provided along the Perkins side of the triangle, but the remainder of the island would be landscaped to provide infiltration and native plantings. Staff does not recommend providing sidewalk and curb ramps to cross Huntington at Ripley, the longest crossing, since ramps are provided at Perkins, a nominal (30') difference in distance for pedestrians traveling along Ripley. This will also expand the amount of landscaped area. At the March 2025 PWSC meeting, the PWSC also suggested providing a marked crosswalk across Ripley due to proximity to area schools. At this time, staff does not recommend adding an additional curb ramp on the south side of Ripley to provide that crossing. The Metro Active Transportation Project along Ripley will provide a raised crossing at Inglewood Avenue (320' east), while crossing guard services are provided at the Felton intersection (760' west). Student access is not provided to schools near the Perkins intersection. Staff recommends that students continue to focus their crossings where existing and future safety treatments are provided.

Staff is preparing to proceed with final design of these improvements and is seeking input from the public and the PWSC. The residential rehabilitation project will incorporate these changes into the design plans for consideration of design approval by the City Council later this Spring.

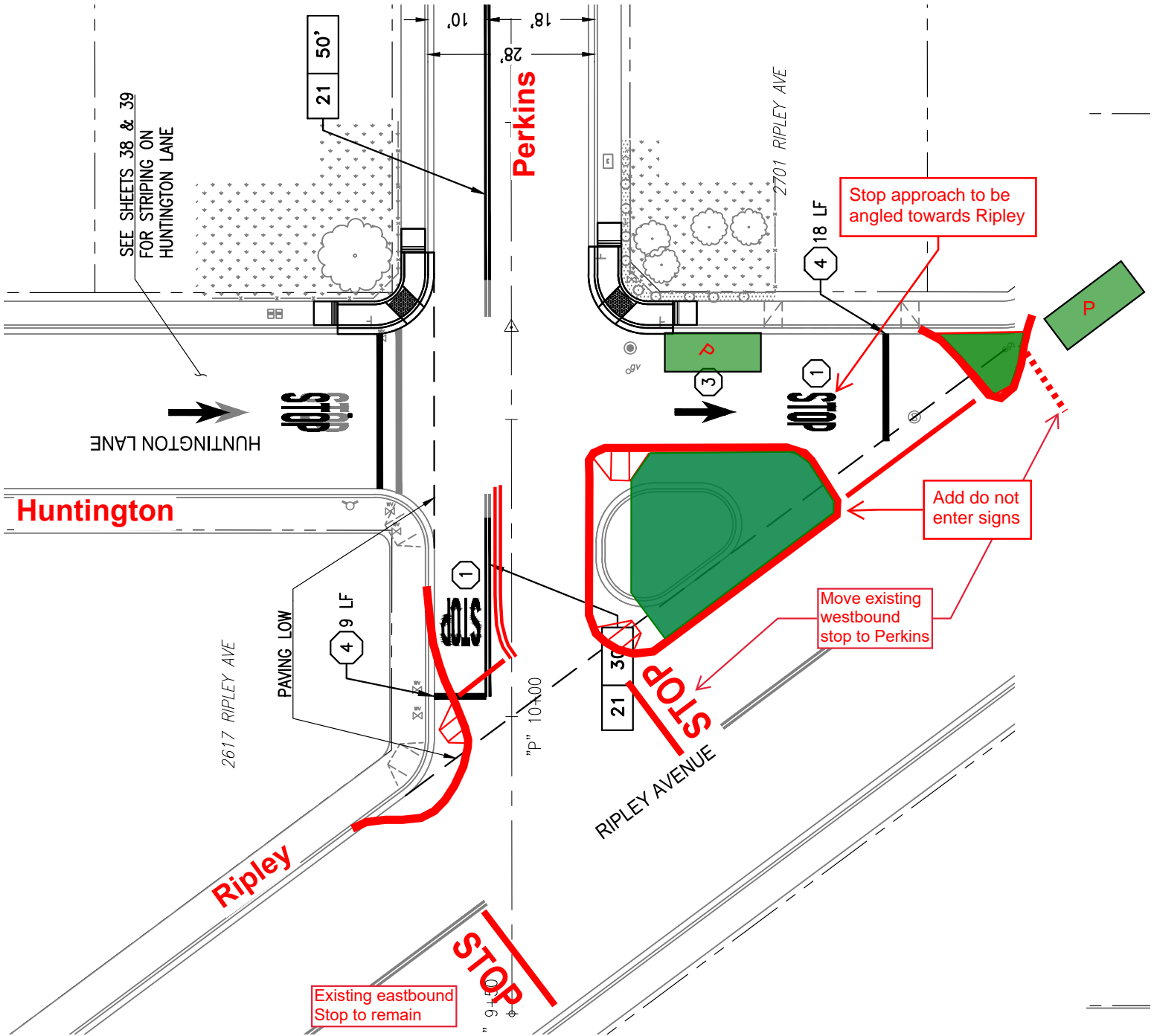
COORDINATION

Coordination of this report took place within the Public Works Department.

ATTACHMENTS

- 1 - Ripley/Huntington/Perkins Proposed Change (Revised)
- 2 - March 24, 2025 PWSC Administrative Report and associated attachments

Attachment 1 - Revised Concept





Administrative Report

Date: March 24, 2025

To: Public Works and Sustainability Commission

From: Public Works Department

Subject: DISCUSSION OF LONG-TERM INTERSECTION IMPROVEMENTS AT RIPLEY/HUNTINGTON/PERKINS

SUMMARY:

In advance of finalizing construction plans for an upcoming residential street rehabilitation project along Huntington Lane and Perkins Lane and being informed by a previous discussion and action at the Ripley/Huntington/Perkins intersection, staff is recommending the conversion of the very short segment of Huntington Lane between Ripley Avenue and Perkins Lane to be one-way westbound. This block, which contains frontage for one residence, is currently one-way eastbound. Staff is seeking input on this matter from the public and from the Public Works & Sustainability Commission (PWSC) in advance of final plans being prepared. This agenda item was publicly noticed to residents within 150 feet of the Huntington/Perkins intersection. Additional in-person outreach (door knocking) was performed in August 2024 and March 2025.

ANALYSIS:

On October 3, 2023, the City Council unanimously approved an all-way stop at the Ripley/Perkins intersection (**Attachment 1**). Discussion of the all-way stop occurred at the June 26, 2023 Public Works and Sustainability Commission (PWSC) meeting (Attachment 1), where it was recommended on a 4-2 vote. During this process, staff proposed and discussed various short-term improvements to improve intersection geometrics. Staff committed to revisit other recommended long-term improvements (those that could not be implemented quickly) in conjunction with capital improvements in the area.

At this time, the City is embarking on a residential street rehabilitation project along certain segments of Huntington and Perkins, which will include its triangular intersection with Ripley. Because of this project, City staff is proposing addition of the long-term capital improvements to improve circulation and safety at this intersection. These recommendations are very similar to what was tested, analyzed, and approved at the Ripley/Pullman/Mackay triangle. At that intersection, staff tested Pullman as one-way westbound for a similarly short block between Ripley and Mackay for a few months. Staff posted information at the site and solicited feedback via a survey during the trial. Staff received nearly unanimous positive feedback of this trial, which was then approved and made permanent by the City Council. Permanent installation was completed in August 2024 and the intersection has operated successfully since then.

The recommendations for the Ripley/Perkins/Huntington intersection are:

- Reversing the direction of Huntington Lane between Ripley and Perkins (<100 feet; one driveway) from one-way eastbound to one-way westbound.
- Shifting the westbound Ripley stop sign at this AWS intersection to be at the Perkins intersection, rather than the Huntington intersection.
- Expanding the island in the middle of the triangle to improve pedestrian safety/visibility and potentially provide additional street parking.

Attachment 2 shows the proposed changes in its current stage of design. These changes are expected to have very minor effects to vehicle travel patterns, as this segment of Huntington between Ripley and Perkins is approximately 60 feet long and contains only one residence and its driveway. More importantly, this change allows the current AWS intersection to be consolidated to a smaller area right at the Perkins/Ripley intersection. Currently, the eastbound Ripley stop bar is 30 feet from the southbound Perkins stop bar, but 130 feet from the westbound Ripley stop bar. Consolidating the all way stop-controlled intersection will reduce points of potential conflict of turning movements and provide for better visibility for intersection operations, which is crucial for AWS intersections. Expanding the island in the middle of this triangle also allows the City to install curb ramps to provide a more direct pedestrian path of travel.

Because of the success of a similar reconfiguration at the very similar Ripley/Pullman/Mackay triangle intersection, staff recommends the same change here on a permanent basis. Staff solicited feedback for this proposed change in August 2024 via door knocking, but did not hear from 2701 Huntington. Staff received support for this change from 2703 Huntington. Staff attempted to reach out again to 2701 Huntington in March 2025 and posted a letter on their door. Noticing for this agenda item was also sent to all residents within 150 feet of the intersection.

Staff is preparing to proceed with final design of these improvements and is seeking input from the public and the Commission. The residential rehabilitation project will incorporate these changes into the design plans for consideration of design approval by the City Council later this Spring.

COORDINATION:

Coordination of this report took place within the Public Works Department.

Prepared by:

Ryan Liu, Principal Transportation Engineer

Submitted by:

Andrew Winje, Public Works Director

ATTACHMENTS:

- 1 – October 3, 2023 City Council Administrative Report and associated attachments
- 2 – Ripley/Huntington/Perkins Proposed Change



Administrative Report

Council Action Date: October 3, 2023

To: MAYOR AND CITY COUNCIL
From: TED SEMAAN, PUBLIC WORKS DIRECTOR

TITLE

APPROVE INSTALLATION OF ALL-WAY STOP CONTROLS AT THE INTERSECTION OF PERKINS LANE AND RIPLEY AVENUE

EXECUTIVE SUMMARY

In response to a request from a resident that was forwarded to staff by the Council Member from District 4, staff performed an analysis of all-way stop (AWS) controls at the intersection of Perkins Lane and Ripley Avenue. Staff's findings and recommendation for installation of AWS controls were presented to the Public Works & Sustainability Commission (Commission) on June 26, 2023. The Commission voted in support of the installation of AWS controls at this intersection. A copy of the Administrative Report for that meeting is included as an attachment.

Staff recommendation to the City Council for the AWS controls at this intersection is based on a site analysis by the City's Traffic Engineer, who believes a relevant obstruction to sight lines exists, and that the operation of the intersection could be improved with the installation of AWS controls. This is due to the very close proximity of three intersections: Perkins/Ripley, Perkins/Huntington, and Huntington/Ripley intersections, forming a small triangle between them. Therefore, staff recommends City Council approve the installation of an AWS at Ripley Avenue and Perkins Lane.

Because this recommendation from staff is based on technical analysis, staff did not perform a survey to residents within 150 feet of the intersection per the City's AWS request policy. However, notice to those residents was given prior to it being present to the Commission.

In addition to the AWS stop controls, staff is proposing to install additional short-term modifications to improve operations of the three intersections. Staff recommends restricting the through (straight) movement for eastbound Huntington at Perkins. This will reduce vehicles leaving the short stretch of Huntington at Ripley with a left turn movement. This is a skewed intersection and sight lines are not great to be sure the turn can be made without conflict. This prohibition would reduce the number of conflict points between drivers. Another improvement is to realign the centerline of Perkins to

the east in the last 50 feet leading to the stop bar at Ripley. This will help to remove the skewed approach of southbound vehicles at the intersection of Perkins and Ripley. Proposed improvements are depicted on the attached sketch. Staff will continue to consider more long-term improvements at this intersection in conjunction with capital improvements in the area.

BACKGROUND

Staff received an email from the council member from District 4 in May 2023, originally written by a resident in January 2023, bringing to staff's attention the difficulty navigating the intersection of Huntington Lane and Perkins Lane. The concern is due to limited sight lines for vehicles advancing eastbound through the intersection of Huntington Lane and Perkins Lane. The Huntington / Perkins intersection has stop control only on Huntington Lane, which is one way to the east. That intersection lies only about 30 feet north (in the northbound lane) of the Ripley / Perkins intersection, which is stop controlled only on the southbound Perkins approach.

Staff presented the AWS request to the Commission on June 26, 2023. The Commission recommended the AWS request but did request that staff work on longer term improvements to the three intersections as a whole. The attached administrative report for the June 26, 2023 Commission meeting provides more information on the request and the analysis of the intersection. Staff is also considering more signage and striping improvements that will minimize the challenges of navigating the skewed intersections of Perkins and Huntington at Ripley, respectively, as described above. Staff believes there may be more that could be done to improve vehicle, bicycle and pedestrian operations of these three closely spaced intersections. Capital improvements involving additional curb and gutter, driveway approach improvements, island modifications, curb ramps and other measures will continue to be evaluated for inclusion in future projects in the area.

Therefore, with the support of the Commission, staff is seeking council approval for the installation of the AWS and other signage and striping modifications as described.

COORDINATION

Coordination of the public outreach, safety evaluation and this creation of this report took place within the Public Works Department, with input from the Public Works & Sustainability Commission.

FISCAL IMPACT

The cost to install additional signage, striping and associated appurtenances to complete the AWS control at this intersection is estimated at \$2,000. Funding for installation of new stop controls is available in the City's Traffic Calming budget.

ATTACHMENTS

- Sketch of proposed short-term intersection improvements
- Public Works and Sustainability Commission Administrative Report from June 26, 2023 and Exhibits





Administrative Report

Date: June 26, 2023

To: Public Works and Sustainability Commission

From: Department of Public Works

Subject: ALL WAY STOP CONTROLS AT PERKINS LANE AND RIPLEY AVENUE

TITLE:

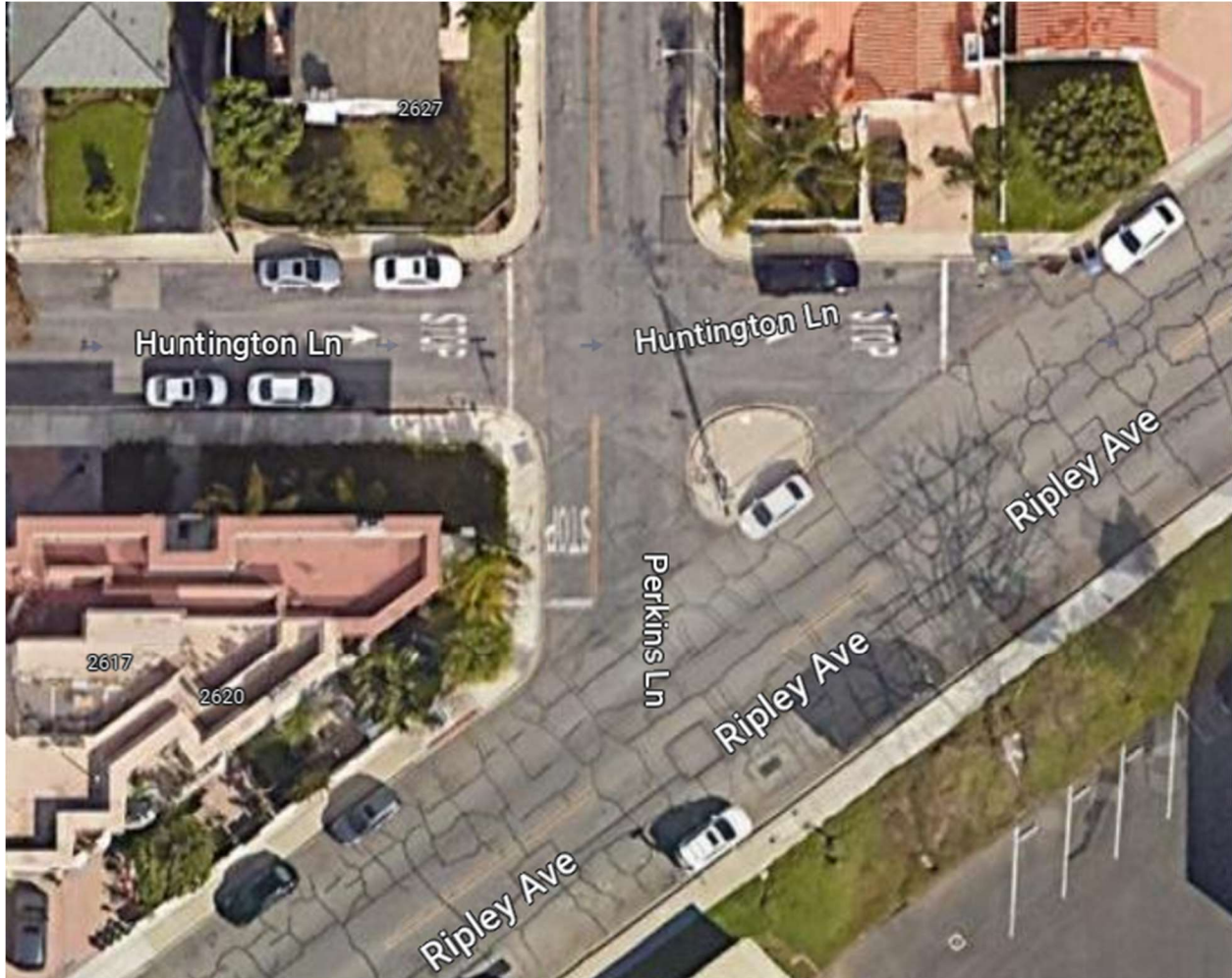
DISCUSSION AND POSSIBLE ACTION REGARDING PROCEEDING WITH AN ALL WAY STOP INSTALLATION AT THE INTERSECTION OF PERKINS LANE AND RIPLEY AVENUE.

SUMMARY:

In response to a resident request, which was forwarded by the District 4 Council Member staff is bringing forward a recommendation for all-way stop (“AWS”) controls at the intersection of Ripley Avenue and Perkins Lane. The resident reported that there is a significant sight line limitation for vehicles stopped on Huntington Lane at the intersection with Perkins Lane, which is a very short block north of the Ripley / Perkins intersection. The City’s Traffic Engineer performed a site analysis and confirms a significant obstruction to sight lines exists, and that the operation of both intersections could be made safer with the installation of stop controls on Ripley Avenue at Perkins Lane. Therefore, staff recommends the installation of an AWS at Ripley Avenue and Perkins Lane.

BACKGROUND:

Staff received an email from the council member from District 4 in May 2023, originally written by a resident in January 2023, bringing to staff’s attention the difficulty navigating the intersection of Huntington Lane and Perkins Lane. The concern is due to limited sight lines for vehicles advancing eastbound through the intersection of Huntington Lane and Perkins Lane. The Huntington / Perkins intersection has stop control only on Huntington Lane, which is one way to the east. That intersection lies only about 30 feet north (in the northbound lane) of the Ripley / Perkins intersection, which is stop controlled only on the southbound Perkins approach. An aerial view of the intersection is below (with north to the top of the picture).



The City's Traffic Engineer visited the site in May 2023 and concurred that the reduced visibility for vehicles traveling eastbound through that intersection is impaired and could be improved by the introduction of AWS controls at the Ripley / Perkins intersection. Staff collected and analyzed reported traffic collision data from SWITRS. A review of the available SWITRS crash data at both intersections during the five-year period revealed no correctable collisions between 1/1/2018 and 12/31/2022.

Because this recommendation from staff is based on technical analysis, staff did not direct a survey to residents within 150 feet of the intersection per the City's AWS request policy approved by City Council on May 17, 2022. However, notice to those residents was given regarding this agenda item.

DISCUSSION:

Perkins Lane is classified as a local street and has a 25-mph residential prima facie speed limit. Perkins Lane runs north-south. Stopping is prohibited on the west side of the street. It is approximately 28 feet wide with one travel lane in each direction that are separated by a dashed yellow centerline. Perkins is stop controlled approximately 320 feet (one block) to

the north of the subject intersection at Grant Avenue and stop controlled approximately 30 feet to the south at Ripley Avenue.

Ripley Avenue is classified as a local street, has a 30-mph residential prima facie speed limit and runs southwest-northeast with one travel lane in each direction. It is approximately 46 feet wide with parallel parking allowed on both sides of the street. Ripley Avenue is not stop controlled at the subject intersection. There are stop controls approximately 300 feet to the northeast of the subject intersection at Inglewood Avenue and all-way stop controls approximately 770 feet to the southwest at Felton Avenue. There are sidewalk, curb and gutter improvements on all legs.

Fronting development in the vicinity of the intersection is predominantly single family and small multifamily residential. Adams Middle School and the RBUSD School District Office are adjacent to the southerly side of Ripley. Ripley is heavily travelled on school days, especially during drop off and pick up periods.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides guidance for the installation of all-way stop controls. It suggests that all-way stop controls should be considered when:

- **Criteria A** - Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- **Criteria B** – When there are five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- **Criteria C** - Where the vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour. When the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the above values.
- **Criteria D** - Where no single criterion is satisfied, but where Criteria B and C are all satisfied to 80 percent of the minimum values.

The CA MUTCD also provides other criteria that may be considered, including:

- The need to control left-turn conflicts;

- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and,
- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.

Staff recommendation for AWS control is based on the “other criteria” listed above, specifically related to reduced visibility for conflicting traffic due the building and landscaping at 2620 Huntington Lane, which abuts Huntington Lane, Perkins Lane and Ripley Avenue. Most of the northbound vehicles on Perkins approaching Huntington have just completed a non-controlled left turn from Ripley and are accelerating northbound without being able to see vehicles entering the intersection from the west. Vehicles stopped on Huntington at Perkins have a difficult time negotiating the through movement across Perkins because they cannot see vehicles beginning their left turning left from Ripley to northbound Perkins. The eastbound vehicles attempting to cross Perkins Lane after their stop can come into conflict with vehicles traveling northbound on Perkins Lane, which are hard to see from the Huntington stop bar and not required to stop at the Huntington Lane intersection.

Ideally, the blocked sight lines would be mitigated by stop control at the intersection where the sight lines are blocked. However, in this case, the Huntington / Perkins intersection is too close to the Perkins / Ripley intersection to recommend stop control for northbound Perkins Lane at Huntington Lane. Therefore, staff recommends stopping vehicles on Ripley prior to the left turn, which creates a more predictable flow of and breaks in traffic for those traveling on Huntington Lane across Perkins Lane.

The benefits of this recommendation appear to outweigh the disadvantages of a new AWS on Ripley from a traffic safety point of view. It is possible that the AWS will create some queueing on Ripley during heavily used periods. However, there is plenty of street length in both directions to accommodate anticipated build up. The AWS may also contribute to lower speeds as the uncontrolled portion of Ripley Ave northeast of Felton would be shortened from about 1,150 feet to about 780 feet.

ALTERNATIVES AVAILABLE:

1. Recommend staff advance consideration of AWS control at Perkins Lane and Ripley Avenue to the City Council.
2. Do not support the recommendation from staff.
3. Other actions as determined by the Public Works and Sustainability Commission.

COORDINATION:

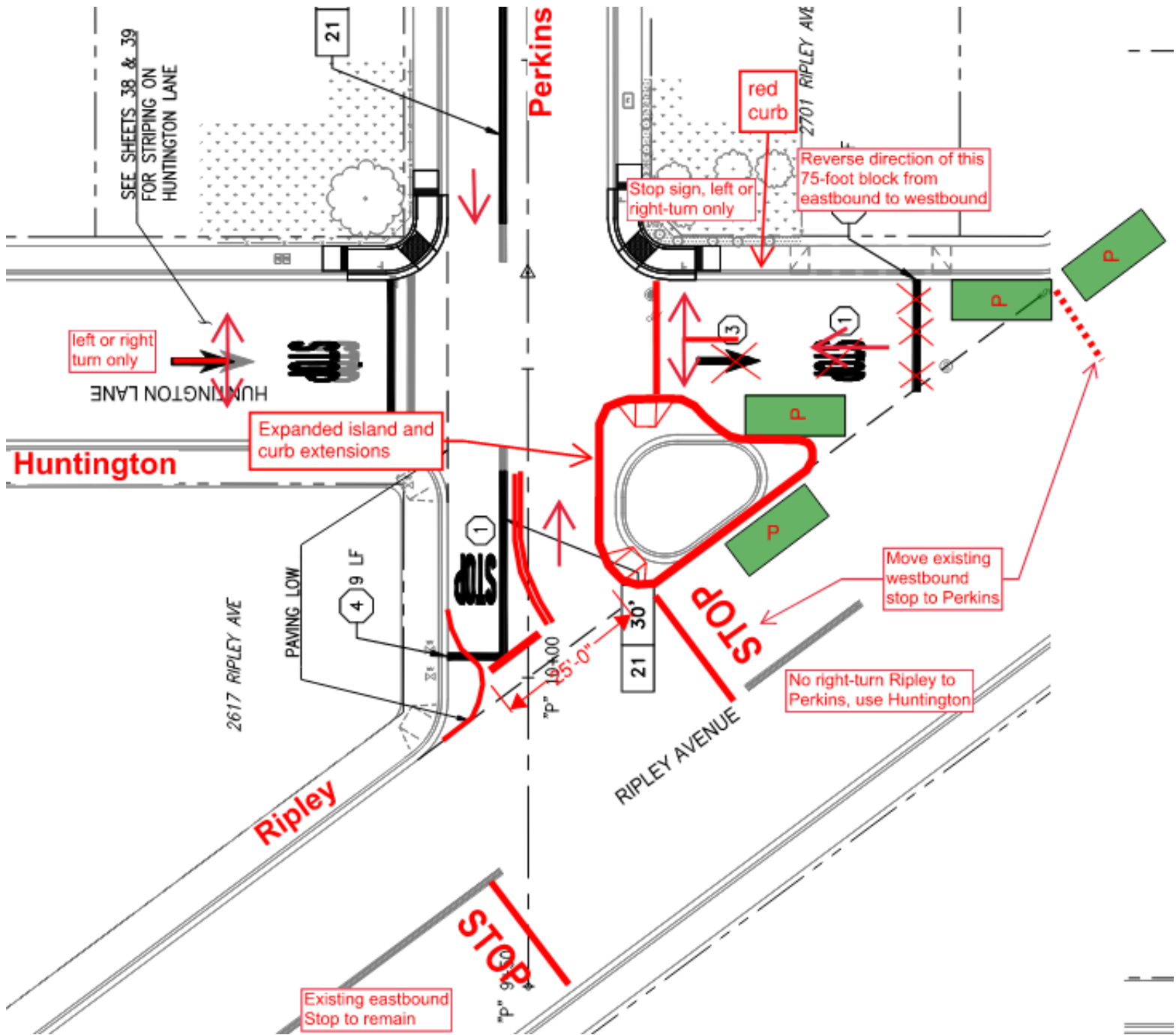
Coordination of the safety evaluation and this report took place within the Public Works Department.

Prepared by:

Andy Winje, City Engineer

Submitted by:

Ted Semaan, Public Works Director



STRIPING KEYNOTES:

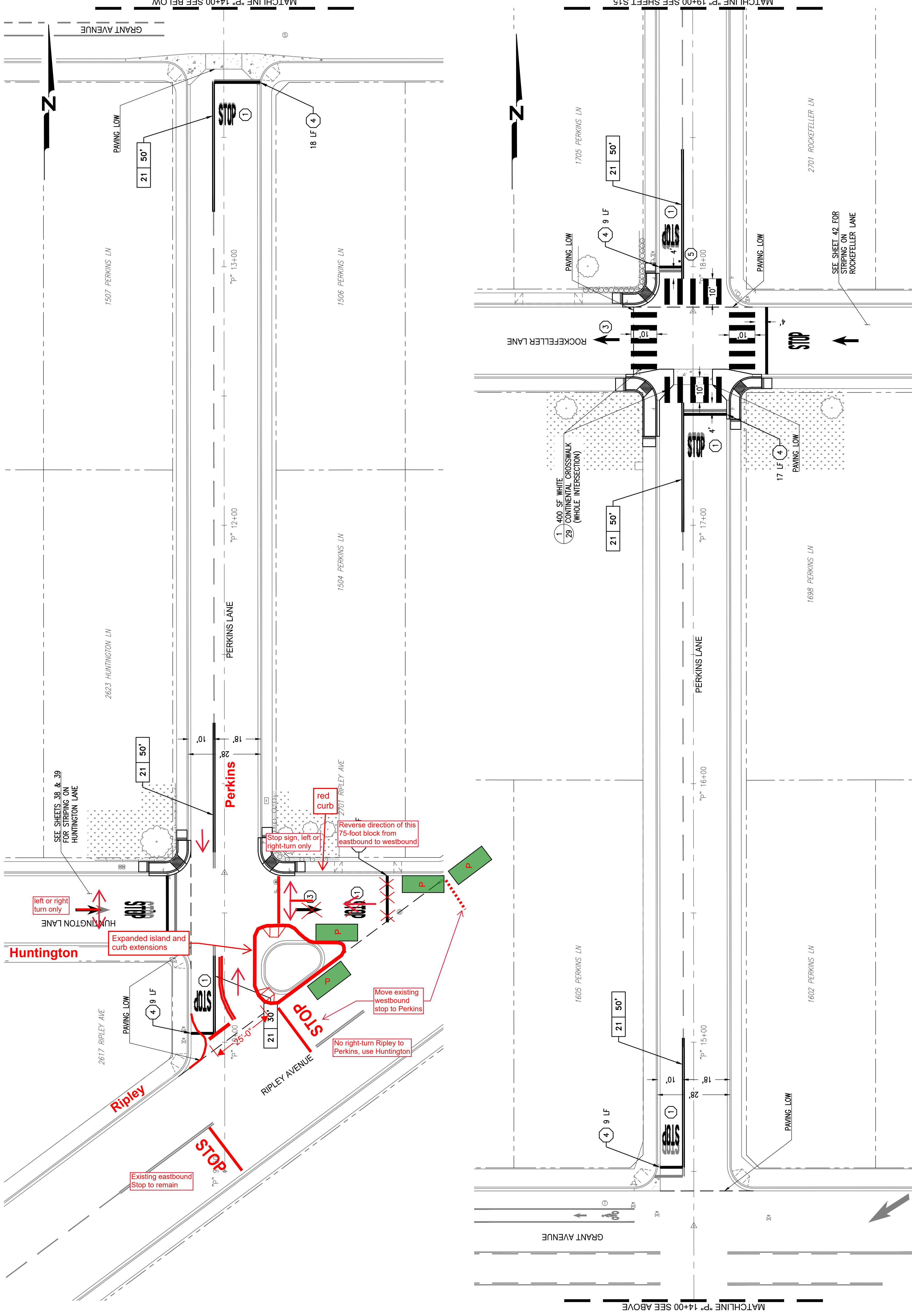
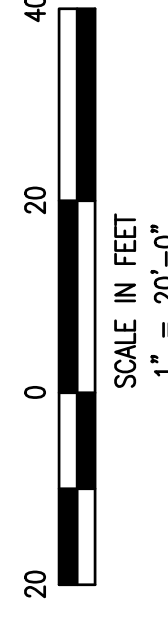
- ① CALTRANS PAVEMENT MARKING "STOP"
- ② CALTRANS PAVEMENT MARKING "SCHOOL"
- ③ CALTRANS ARROW 1-10
- ④ LIMIT LINE. SEE DETAILS 1 AND 2 ON SHEET 27.
- ⑤ FIRE HYDRANT BLUE MARKER

STRIPING NOTES:

- 1. STRIPING LAYOUT DIMENSIONS ARE GIVEN FROM FACE OF CURB.
- 2. CONTRACTOR SHALL REMOVE AND RELOCATE EXISTING SIGNS AND POSTS WITHIN CURB RAMP LAYOUT PER CITY STANDARDS AND THE CA MUTCD.
- 3. CONTRACTOR SHALL REMOVE ALL CONFLICTING STRIPING, MARKINGS, AND LEGENDS BY SANDBLASTING THAT ARE NOT IN CONFORMANCE WITH THESE PLANS AND THE CA MUTCD.
- 4. CONTRACTOR SHALL REMOVE AND REPLACE STRIPING, MARKINGS, AND LEGENDS ADJACENT TO THE PAVING LIMITS AS INDICATED ON THE PLANS.



Know what's below.
Call before you dig.

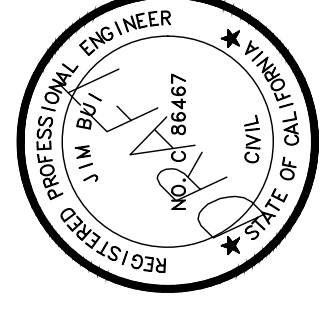


REVISIONS	DATE	DESCRIPTION

CITY OF REDONDO BEACH CALIFORNIA PUBLIC WORKS DEPARTMENT ENGINEERING SERVICES DIVISION	DRAWN P0	CHECKED PH 06/22/2024	SCALE AS SHOWN
FY 2023 RESIDENTIAL REHABILITATION PROJECT STRIPING PLAN PERKINS LANE "P" 9+50 TO "P", 19+00	APPROVED BY	DATE	
PROJECT NO. 40190	CITY ENGINEER - RCE #	SHEET NO. 40	DRAWING NO.
		OF 55 SHEETS	S14



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Fountain Valley, Ca. 92708
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60% SUBMITTAL
PRELIMINARY
FOR REVIEW
FOR CONSTRUCTION
NOT FOR CONSTRUCTION
DATE: 07/26/2024



Administrative Report

P.2., File # PWS25-0552

Meeting Date: 4/28/2025

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

DISCUSSION OF TRAFFIC CALMING MEASURES ON PROSPECT FRONTAGE ROAD (500-600 BLOCK)

EXECUTIVE SUMMARY

Based on a community meeting and subsequent referral from the District 3 Councilmember, as well as staff's analysis, staff is bringing forward a discussion of possible traffic calming and access control measures for the frontage road along the 500-600 block of Prospect Avenue. Staff is seeking input on this matter from the public and from the Public Works & Sustainability Commission (PWSC). Noticing for this item was provided to the residents living along the 500-600 frontage road of Prospect.

ANALYSIS

In December 2024, the District 3 Councilmember held a neighborhood meeting with residents living along the 500-600 block of Prospect Avenue regarding traffic speed/safety, noise, and aesthetic concerns. This included:

- Speeding, traffic safety, and cut-through traffic concerns along the frontage road
- Speeding and safety concerns along mainline Prospect Avenue
- Ambulance siren noise, possibly associated with Beach Cities Health District (BCHD)
- Visual and noise issues due to frontage median shrub deterioration (drought and disease)
- Desire for protective measures to mitigate the potential for errant driver departures from mainline to frontage Prospect

This agenda item is primarily focused on traffic-related issues, as Public Works Operations staff have been addressing the landscaping issues. Sample plantings have been installed, and a Budget Response Report is being prepared for the Council regarding a sound wall or other barrier options. The study area is the frontage road along southbound Prospect, which starts just south of Beryl Street and ends at Diamond Street. The frontage road provides two-way travel between just south of Beryl and the BCHD entrance intersection, although the road is not wide enough for unimpeded two-way travel. Frequent driveways and low parking utilization prevent such conflicts from occurring frequently. South of BCHD intersection, the frontage road is one-way northerly between Diamond and BCHD. The opening at BCHD provides signalized ingress and egress onto mainline Prospect. The 1,000-foot-long frontage road is classified as a residential street with a 25-mph residential prima facie speed limit and a street grade of less than 8%. **Attachment 1** shows an overview of the area. At the neighborhood meeting in December, staff presented traffic speed and volume data for mainline

Prospect between Beryl and Del Amo, which showed an average daily traffic of 16,000 vehicles per day and 42 mph 85th percentile speeds. Staff explained that the most impactful countermeasures for traffic calming on mainline Prospect would require Council direction and further study.

Speed Cushions

After the neighborhood meeting, the District 3 Councilmember and staff provided the City's Speed Cushion Policy and materials to the residents, who proceeded to gather signatures in order for City staff to study installation of speed cushions on the frontage road. The process to approve and install speed cushions is based on City Council policy. 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 sufficient resident support is reached does the City proceed with further technical study. In January 2025, staff received and verified support from 18 of the 27 residences along the subject block. 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 85th percentile speed, and traffic volumes, shown in **Attachment 2**. While staff deemed most technical criteria were met, speed and volume data collected in February 2025 shows that this block does not meet speed thresholds for speed cushion per City policy. The City's policy threshold for speed cushions requires an average two-way 85th percentile speed of 32 mph. Speeds were collected at 515 and 603 N Prospect, which are representative of the highest likely speeds along the frontage road. The 85th percentile speeds of 22 and 24 mph were recorded, substantially below the thresholds. **Attachment 3** shows the speed and volume summary for the frontage road.

Therefore, staff is not able to recommend the installation of speed cushions along the 500-600 Prospect frontage road per current City policy. Staff would like to note that reaching this outcome during this process is not unusual. Within the past 12 months, staff have encountered this situation twice where the resident support threshold was met but the speed threshold was not met. Typically, cases like this stop at the staff level and do not reach the PWSC for consideration. The data and staff's evaluation were provided to the residents and the District 3 Councilmember, who referred the speed cushion analysis to the PWSC for discussion and consideration along with other traffic calming solutions. Despite the engineering thresholds not being met, staff does not oppose an installation along the frontage road on technical grounds since the only drivers likely to be significantly impacted are those who live on the block, and their visitors. When speed thresholds are met, speed cushions should be placed at regular and predictable intervals to prevent undesired acceleration. **Attachment 4** shows potential locations from an engineering perspective, if it is decided to advance with the speed cushions on the frontage road.

Frontage Road Access

Another potentially feasible traffic calming solution in this area would be to remove inbound access to the frontage road at the BCHD intersection. Because the frontage road is narrow, there may not be enough space to accommodate both queued outbound vehicles and drivers making inbound maneuvers. Reducing possible turning maneuvers at intersections is a common way to reduce the potential for conflicts, especially when street width is limited. Staff proposes a 3-month trial to close inbound access into the frontage road at the BCHD traffic signal. This type of closure would be easy

to implement with water-filled barricades and signage. It would involve closing the northbound left-turn lane from mainline Prospect, bagging the left-turn signal heads, closing the inbound opening adjacent to the median, and installing appropriate signage. This would leave the area around the BCHD and frontage road intersection solely for frontage road through traffic or egress. **Attachment 5** shows how this trial closure could work. Inbound access into the frontage road would still be preserved via the north end of the block or from the south end at Diamond. If successful and supported, a fully funded CIP project would be required to permanentize the closure.

Attachment 6 shows public comment received after notice of this agenda item was mailed.

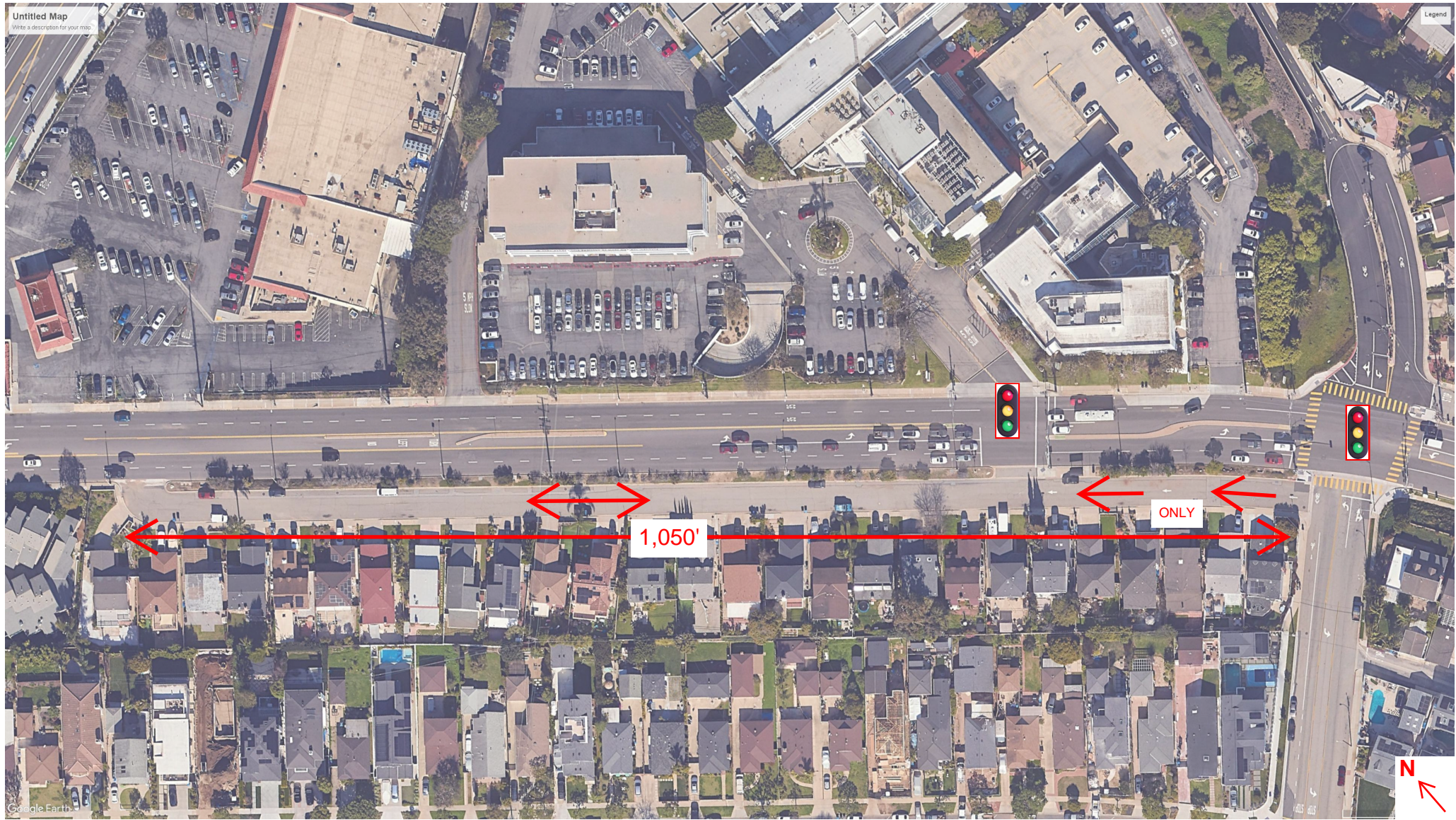
COORDINATION

Coordination of this report took place within the Public Works Department.

ATTACHMENTS

- 1 - Overview Map
- 2 - Speed Cushion Policy
- 3 - Speed and Volume Summary (500-600 Prospect Frontage)
- 4 - Possible Speed Cushion Locations
- 5 - Trial Closure (Inbound Frontage Road Access at BCHD)
- 6 - Public Comment

Attachment 1 - Overview Map





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 85th percentile speed exceeds the posted speed limit by 7 mph or more (85th 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

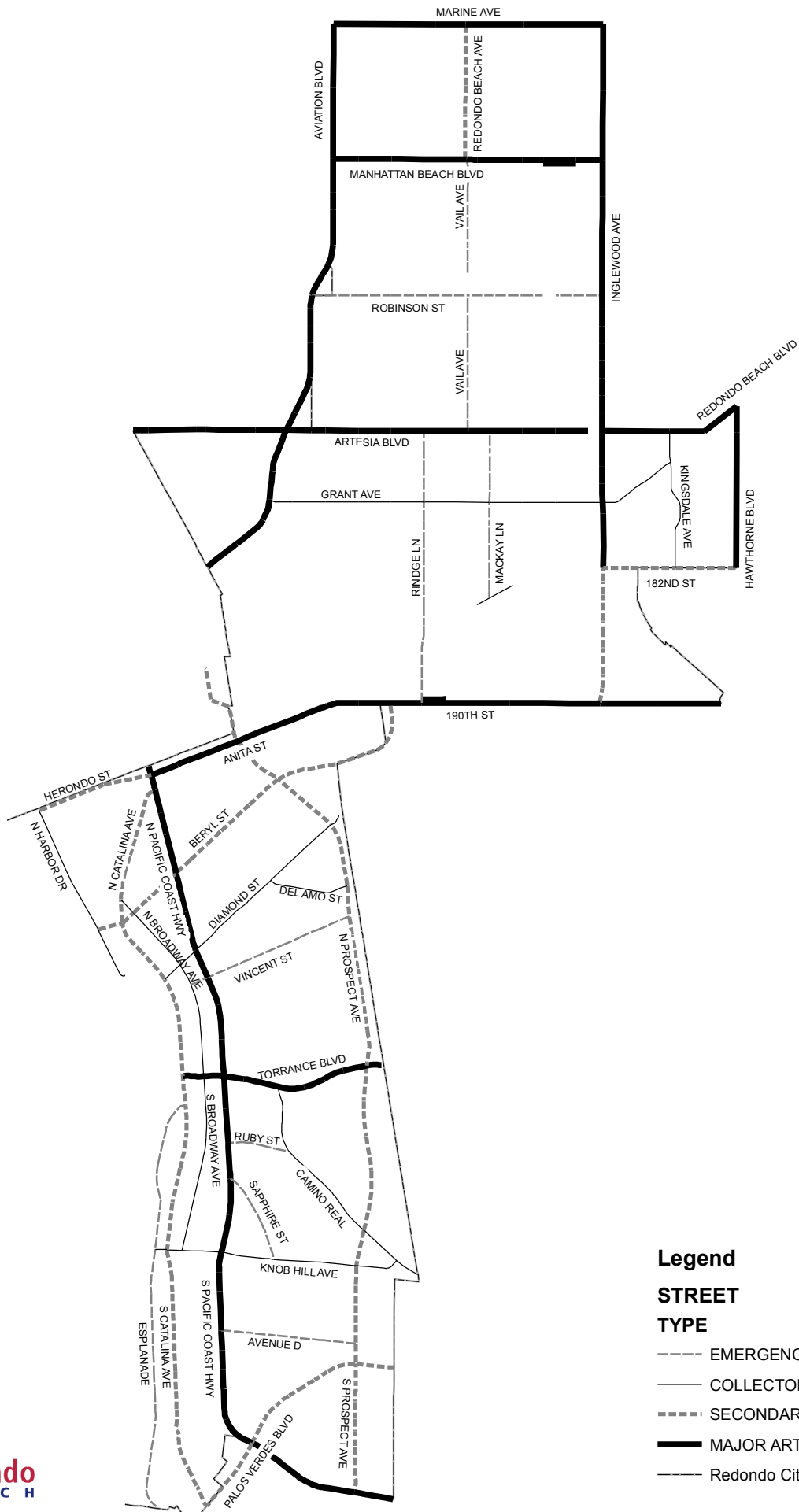
1. The Traffic Engineer will supply a petition, upon request from a resident, to remove a speed cushion. The petition shall satisfy the same criteria within Part 1, #1 – 5 of this document.
2. When the Traffic Engineer determines the petition requesting removal of a speed cushion qualifies, he will refer 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



NOT TO SCALE



Legend

STREET TYPE

- EMERGENCY FIRE ACCESS ROUTE
- COLLECTOR STREET
- SECONDARY ARTERIAL
- MAJOR ARTERIAL
- Redondo City Limit



7/26/2005

**500-600 Frontage Block Prospect Avenue
Speed and Volume Summary at 515 N Prospect**

DATE	NORTHWEST VOLUME (VEH/DAY)	SOUTHEAST VOLUME	TOTAL DAILY VOLUME	NORTHWEST 85TH % SPEED (MPH)	SOUTHEAST 85TH % SPEED	TOTAL 85TH % SPEED
Tuesday, 18 February 2025	30	58	88	24	23	23
Wednesday, 19 February 2025	29	53	82	23	23	23
Thursday, 20 February 2025	23	34	57	19	22	20
Friday, 21 February 2025	23	47	70	22	22	22
Saturday, 22 February 2025	21	50	71	19	24	23
Sunday, 23 February 2025	17	32	49	23	22	22
Monday, 24 February 2025	32	54	86	22	23	23
7-DAY AVERAGE			72			
AVERAGE 85TH % SPEED				22	23	22
REQUIRED SPEED FOR SPEED CUSHIONS						32

[a] Southeast is towards Diamond.

**500-600 Frontage Block Prospect Avenue
Speed and Volume Summary at 603 N Prospect**

DATE	NORTHWEST VOLUME (VEH/DAY)	SOUTHEAST VOLUME	TOTAL DAILY VOLUME	NORTHWEST 85TH % SPEED (MPH)	SOUTHEAST 85TH % SPEED	TOTAL 85TH % SPEED
Tuesday, 18 February 2025	30	53	83	24	25	25
Wednesday, 19 February 2025	34	57	91	23	27	25
Thursday, 20 February 2025	29	44	73	21	25	24
Friday, 21 February 2025	21	50	71	21	26	25
Saturday, 22 February 2025	16	45	61	20	26	25
Sunday, 23 February 2025	24	38	62	23	24	24
Monday, 24 February 2025	29	52	81	23	24	23
7-DAY AVERAGE			75			
AVERAGE 85TH % SPEED				22	25	24
REQUIRED SPEED FOR SPEED CUSHIONS						32

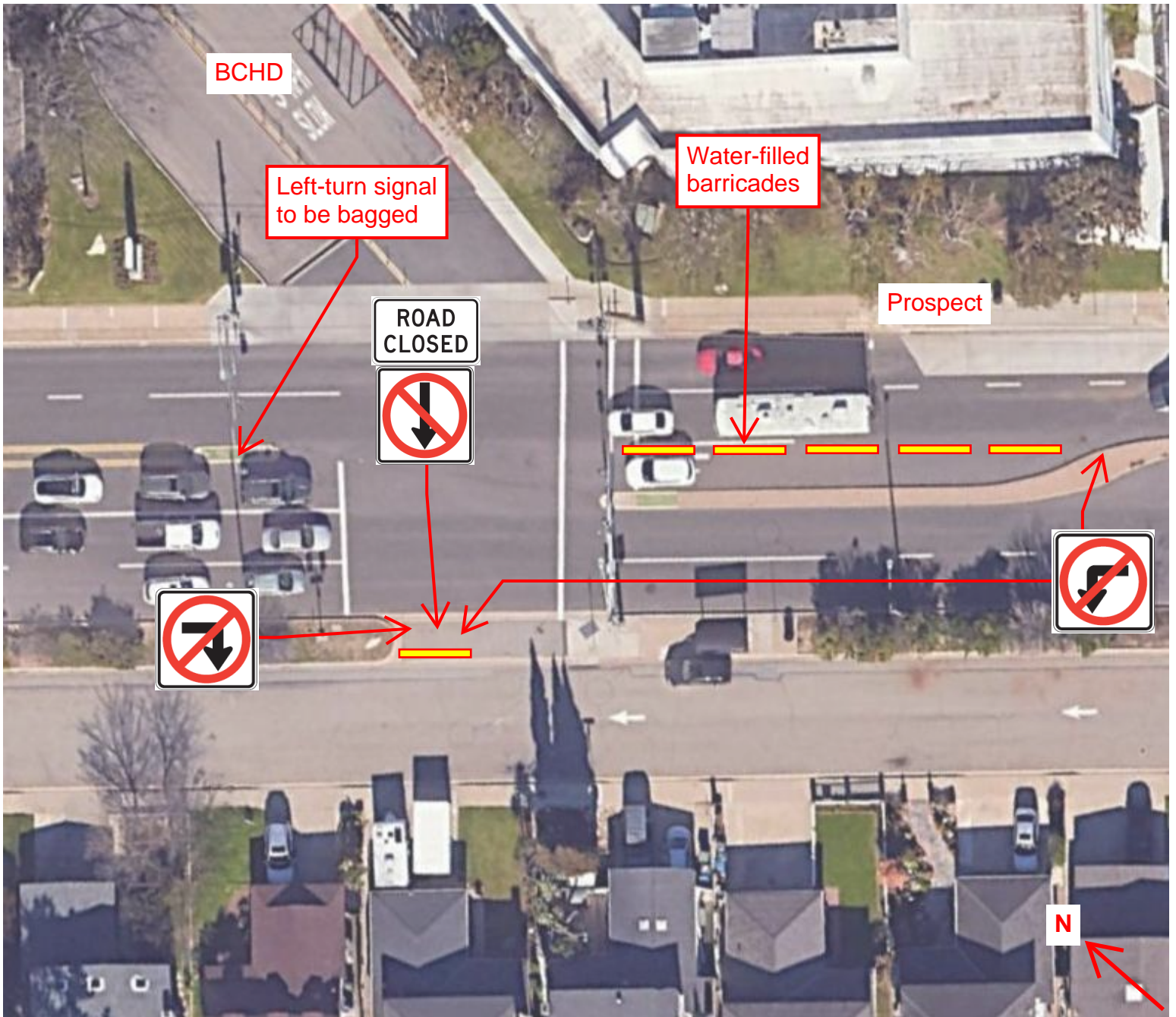
[a] Southeast is towards Diamond.

Attachment 4 - Possible Speed Cushion Locations (If Policy Thresholds Met)



** Please note that this map of possible speed cushion locations does not suggest nor mean that the City's Speed Cushion Policy criteria are met in order to warrant a recommendation by City staff to install speed cushions. **

Attachment 5 - Trial Closure



Jessica Handlin

From: Melissa Villa
Sent: Wednesday, April 23, 2025 7:51 AM
To: Jesse Reyes; Jessica Handlin
Subject: FW: Public Comment PWSC Commissioners - Fwd: Comments to City Council: 500-600 N Prospect Soundwall/Noi

Thank you,
Melissa

From: Mark Nelson (Home Gmail) [REDACTED]
Sent: Wednesday, April 23, 2025 2:00 AM
To: CityClerk <CityClerk@redondo.org>
Subject: Public Comment PWSC Commissioners - Fwd: Comments to City Council: 500-600 N Prospect Soundwall/Noi

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

Please forward. This is communication regarding the issues on the 500-600 Block of N Prospect.

----- Forwarded message -----

From: Mark Nelson (Home Gmail) [REDACTED]
Date: Wed, Feb 5, 2025 at 1:24 PM
Subject: Re: Comments to City Council: 500-600 N Prospect Soundwall/Noi
To: Paige Kaluderovic <Paige.Kaluderovic@redondo.org>, Joe Hoffman <Joe.Hoffman@redondo.org>
Cc: Andrew Winje <Andrew.Winje@redondo.org>, Darryl Boyd [REDACTED]

Adding Joe Hoffman

REGARDING THE SOUNDWALL ISSUE

I may attend, but I'm currently half a day's drive away. We'll see if it works. In the meantime, I find the information from the Washington State DOT very compelling, that it requires a 100-foot thick greenery block to dampen sound at the same level as the lowest functioning soundwall. Shrubbery is pretty, but ineffective due to its low density. I suspect that greenery will not sufficiently control sound due to both the relative narrowness of the divider strip and the relative lack of height of the plants.

REGARDING EXCESSIVE ROAD NOISE

We have at least 2 issues. One being exhaust noise and the other being amplified noise aka loud music. Acceleration up the hill from Beryl to the BCHD egress light is inherently loud. However, aftermarket mufflers and loud motorcycle pipe very much exacerbate the problem. And the loudpipes have an equally noise increasing impact with engine braking coming back down the hill. I have seen electronic signs in Redondo regarding loudpipes will be ticketed, but I'm not aware of a single instance of that occurring.

Is it even possible for RBPD to find the resources to start ticketing motorcycles and cars with non-factory, excessively loud exhaust? Can they issue FIX IT tickets force a return to noise complaint muffler? Who/what agency would ride herd

on compliance? THE MORE UNLIKELY THAT ENFORCEMENT OF THE STATE'S CVC 27202 for excessive motorcycle noise is (and also for auto exhaust noise), the more I believe the residents must pursue a soundwall.

There's also the loud amplified sound issue from vehicles. That's covered under RBMC § 4-24.514 and again, I don't recall any enforcement campaigns. Darryl can speak to it better than I can, but these noises are increasing, not lessening, and I suspect that RBPB is resource constrained regarding noise enforcement.

If I cannot make the trip, it's pretty clear that Darryl is very capable.

Thanks for the note.

Jessica Handlin

From: Melissa Villa
Sent: Wednesday, April 23, 2025 7:51 AM
To: Jesse Reyes; Jessica Handlin
Subject: FW: Public Comment PWSC Commissioners - Fwd: INFO ONLY - Follow-up to Neighborhood Safety Meeting - Proposed Hedge is a Good View Block, only a Minimal Sound Block

Thank you,
Melissa

From: Mark Nelson (Home Gmail) [REDACTED]
Sent: Wednesday, April 23, 2025 2:07 AM
To: CityClerk <CityClerk@redondo.org>
Subject: Public Comment PWSC Commissioners - Fwd: INFO ONLY - Follow-up to Neighborhood Safety Meeting - Proposed Hedge is a Good View Block, only a Minimal Sound Block

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

Please forward to the PWSC prior to the next meeting. This is a real time analysis of the sound reduction capability of the soundwall at Manhattan Beach Blvd west of McBain. This area was cited by the City as a good example of a hedge. As you can see from the data, the sound dampening is de minimis, as is the safety protection from a car coming through onto the road. It does provide a good view block.

Also, there are no examples of the FHA approving shrubbery as a noise block, since it is well known that the noise deadening ability of the plants is very small. Among others, see <https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>

"Trees and shrubs can decrease highway-traffic noise levels if high enough, wide enough, and dense enough (cannot be seen through), but are often impractical. It would take at least 100 feet of dense vegetation to provide the same benefit as our smallest feasible noise wall. Trees do provide a visual shield and some psychological benefit. The Federal Highway Administration (FHWA) has not approved using vegetation for noise abatement."

This is provided for information only.

----- Forwarded message -----

From: Mark Nelson (Home Gmail) [REDACTED]
Date: Sun, Feb 9, 2025 at 12:15 PM
Subject: INFO ONLY - Follow-up to Neighborhood Safety Meeting - Proposed Hedge is a Good View Block, only a Minimal Sound Block
To: Darryl Boyd [REDACTED]

bcc: Neighborhood email list

FYI - We own 511, so we'll still have open space in front of us - not a hedge or a sound wall. Darryl needed some technical noise support for the neighborhood so I'm just providing information for folks to use for their decision making.

At the meeting, I asked the City to provide a real world example of one of their planted hedges. Yesterday I took sound measurement equipment there during the mid afternoon time with moderate traffic and also took some pictures of a semi-mature hedge. If you want to look at them, they're at McBain and Manhattan Beach Blvd.

NOT MUCH NOISE REDUCTION FROM THE PROPOSED HEDGE (only 1.3 decibel reduction)

Mid-afternoon traffic on Manhattan Beach Blvd at McBain (west of Inglewood Ave) is moderate. I setup on both sides of the hedge and took noise samples. A reduction of 1.3 decibels is much less than the typical 5 decibels for a minimum block-type sound wall. I never measured the prior oleander view block's noise reduction, so I don't know if this is the same as what you had. From what I've read in studies, anywhere from 0.5 to 1.5 decibel reductions are the norm, but most of those are 20-foot thick plantings along freeways. I think we only have 9-feet to work with.

	Leq dBA	Lmax	LCPeak
	Average	Maximum	Peak
Street Side	68.5 dBA	83.8 dBA	107.8 dBA
House Side	67.2 dBA	83.4 dBA	104.0 dBA
Noise Dampening	1.3 dBA		

GOOD VIEW BLOCK FROM THE PROPOSED HEDGE

It's about 8-foot tall, reasonably dense, and provides a good view block of the street. Folks will need to watch carefully to make sure that each of the dead plants is replaced quickly to maintain a uniform look. It looks like some of them failed at planting (or maybe were planted late?), and another one has a big dead spot emerging in it. See photos below.







Soundwall Analysis for 500-600 N Prospect Ave Frontage Road

**Prepared by Neighborhood Residents
For District 3 Councilmember Kaluderovic
Public Works Director Winje**

February 2025

Questions to 

Recommendation to Proceed with a Block Soundwall along the 500-600 Blocks of North Prospect Avenue

- Extensive review of available traffic and noise data was undertaken (see <https://bit.ly/NoiseDamages> for a National Institutes of Health studies on noise damages to health)
- Redondo Beach has no published soundwall criteria, therefore, Metro's criteria were used (similar to adopting agency standards for a CEQA analysis)
- Certified peer-reviewed FEIR results demonstrate that the noise to residents along the 500-600 blocks exceeds the Metro minimum for a sound wall
- Internet search demonstrates that the expected maximum cost of the soundwall is less than half the cost per dwelling of Metro's cap
- We request that the City proceed validating the criteria and developing high confidence project costs in order to move forward with a Soundwall project

Key Benefits of Soundwalls

Sound walls provide significant benefits for neighborhoods by significantly reducing noise pollution from busy roads or highways, leading to a quieter and more peaceful living environment, which can improve residents' quality of life by reducing stress, improving sleep, and enhancing property values; essentially acting as a buffer between the community and traffic noise.

Key benefits of sound walls for neighborhoods:

- **Noise reduction:**

The primary benefit is the noticeable decrease in traffic noise, particularly for homes situated close to highways, significantly improving the sound quality within the neighborhood.

- **Improved sleep quality:**

Lower noise levels can contribute to better sleep quality for residents, especially those disturbed by nighttime traffic.

- **Reduced stress:**

Constant traffic noise can be a significant stressor, and sound walls can help alleviate this by creating a calmer environment.

- **Enhanced property value:**

A quieter neighborhood due to sound walls can positively impact property values, making homes more attractive to potential buyers.

- **Protection from health concerns:**

Studies have linked excessive noise exposure to various health issues like hypertension and hearing impairment, which sound walls can help mitigate.

- **Community well-being:**

By creating a more peaceful living environment, sound walls can contribute to a stronger sense of community and overall quality of life.

Review and Analysis of 500-600 Block of North Prospect Avenue Resident Noise Levels from Street Noise

- This study and its recommendations relied on existing Noise and Traffic studies.
- BCHD's Certified FEIR (9/2/2021) contained direct Leq measurements and Leq modeling of the 500-600 block of N. Prospect Ave noise levels as part of the BCHD Campus expansion EIR from 312,000 sqft to 793,520 sqft.
 - BCHD's Certified FEIR has been reviewed by Rincon on behalf of the City.
 - BCHD's Expansion Plan has been reviewed by Placeworks on behalf of the City.
- Placeworks Draft General Plan presents Ldn noise estimates as a noise contour map with no specific reference to the source work.
- Fehr & Peers conducted a 2024 traffic study for the City, however, it only included Prospect from Knob Hill to PCH.
- As a result, primary data for the analysis is from the peer-reviewed BCHD FEIR

Extensive Search, Review, and Analysis of Existing Noise and Traffic Studies of North Prospect was undertaken in Support of the 500-600 Block of N. Prospect Ave.

- **Data was extracted for use from CEQA SCH No. 2019060258 Certified FEIR Chapter 3.11 NOISE that has been peer reviewed by Rincon on behalf of the City of Redondo Beach.**
- **Data is Leq dBA measurement, consistent with the Redondo Beach Municipal Code RBMC 4-24.**
- **Data was measured and modeled specifically to measure levels on “receptors” (residents) of the 500-600 blocks of N. Prospect Ave.**
- **Only baseline data is considered, not BCHD construction noise simulations**

BCHD Certified FEIR (9/2/2021) Maximum Measured Noise Demonstrate Peak Levels of 77.1 dBA to 85.2 dBA with a Morning Average of 64.3 dBA and an Afternoon Average of 68.8 dBA at N. Prospect Ave Receptors using by RBMC Specific Methods (Leq)

Table 3.11-3. Existing Noise Levels Measured in the Project Vicinity (dBA)

		North Prospect Avenue	Diamond Street	Flagler Alley	Flagler Lane	Beryl Street	Mildred Avenue	Del Amo Blvd	190 th Street
		Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8
AM Peak	Leq	64.3	56.7	47.1	59.3	66.6	58.9	69.9	70.2
	L _{max}	77.1	66.2	56.2	72.3	82.1	69.1	80.5	79.6
	L _{min}	47.8	44.8	43.4	53.2	52.6	43.3	49.6	47.9
PM Peak	Leq	68.8	55.3	49.4	61.5	64.2	53.0	70.4	71.5
	L _{max}	85.2	64.6	65.9	72.7	76.4	66.3	82.3	85.7
	L _{min}	49.8	46.8	44.2	54.8	51.6	42.6	48.9	47.3

Notes: See Appendix I for noise monitoring results.

BCHD Certified FEIR (9/2/2021) Traffic Model Estimated the Overall Average Base Noise Level at N. Prospect Avenue Receptors at 69.5 dB During Peak Periods as Measured by RBMC Methods (Leq)

Table 3.11-21. Estimated Peak Period Construction Traffic Noise Levels at Sensitive Receptors

Receiver	Leq		
	2020 Noise Levels	2020 Noise plus Phase 1 Construction	2020 Noise plus Phase 2 Construction
North Prospect Avenue	69.5	70.5	70.1
Diamond Street (S)	61.4	62.0	61.7
Diamond Street (N)	57.5	58.0	57.8
Towers Street	60.1	60.4	60.3
Mildred Avenue	55.4	55.9	55.7
Beryl Street (S)	66.2	67.1	67.0
Beryl Street (N)	65.5	66.4	66.0
Del Amo Boulevard	69.9	70.3	70.1
W. 190 th Street (W)	69.0	69.2	69.1
W. 190 th Street (E)	70.8	70.8	70.8

Soundwall Criteria from Metro (used as Redondo Beach has no published standards or criteria)

The effectiveness of soundwalls depends on the distance between the receptor and the soundwall. For residents located next to a soundwall, the perceived noise level can be cut in half. Soundwall benefits are insignificant at distances greater than 500 feet from the soundwall, typically where traffic noise does not exceed the decibel threshold.

What are the criteria for a soundwall?

In order for a soundwall to be considered for funding, it must first pass preliminary field tests. The criteria for the field test is summarized below:

1. **Location:** -The location is along residential property, parks, churches or other sensitive receptors that exist prior to the construction of a highway or proposed improvements of a highway.
2. **Noise level:** The hourly noise levels at the location exceeds a 67-decibel threshold.
3. **Noise reduction:** The soundwall will result in a minimum 5-decibel noise reduction
4. **Cost:** The soundwall cost is below "reasonable allowance" as calculated using established Caltrans criteria, which is currently \$107,000 per benefited dwelling.

Additional Resources

- [Fact Sheet](#)
- [Spanish Fact Sheet](#)
- [Retrofit Soundwall List](#)

Adopting the Metro/Caltrans Criteria, 500-600 N. Prospect Ave meets all of the Criteria for Soundwall Development

- **Properties are residential sensitive receptors along N. Prospect Ave that pre-existed the increasing noise levels.**
- **Properties are only 50 to 100-feet from the soundwall, making it highly effective.**
- **The current noise level at peak period far exceeds the 67-dB level, both as Lmax 77 dBA to 85 dBA and as an average 69.5 dBA.**
- **Cost-effectiveness is unknown, however, with no land cost acquisition, a 10-foot block soundwall for a single 40-foot dwelling frontage would be approximately \$52,000 based on available cost estimates. That is less than 50% of the stated Metro maximum cost.**

Sources and Data

BCHD Certified FEIR -

https://bchd.blob.core.windows.net/docs/hlc/BCHD_FEIR_For%20Print_090221.pdf

Fehr & Peers Traffic Study -

<https://cms2.revize.com/revize/redondobeachca/HETrafficStudy.pdf>

Placeworks Draft RBGP -

https://cms2.revize.com/revize/redondobeachca/Land%20Use%20Analysis%20-%20non-HE%20Sites_November2024_FINAL.pdf

Metro Soundwall Criteria (used in analysis since Redondo Beach has no published criteria) -

<https://www.metro.net/about/highway-soundwalls/>

Soundwall Cost Estimate

<https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers>

The City of Redondo Beach has an Existing Contract with Rincon, funded by BCHD, to conduct Due Diligence on BCHD's Certified FEIR. Therefore, the BCHD Certified FEIR Noise Analysis should be Considered as City Approved

WHEREAS, on November 15, 2022, the parties entered into the Agreement for Consulting Services between the City and Consultant (the "Agreement") for peer review services of the Beach Cities Health District Healthy Living Campus Master Plan Final Environmental Impact Report (EIR); and

WHEREAS, the parties desire to extend the term of the Agreement from November 14, 2023 to November 14, 2024.

NOW THEREFORE, in consideration of the promises and mutual covenants contained herein, and intending to be legally bound, the parties hereby agree to make the following amendments to the Agreement:

1. Term. Exhibit "B" of the Agreement is hereby amended to extend the term until November 14, 2024, unless terminated earlier pursuant to the terms of the Agreement.
2. No Other Amendments. The Agreement and this First Amendment constitute the entire agreement between the parties and supersede any previous oral or written agreement with respect to the subject matter hereof. In the event of any inconsistency between the terms of the Agreement and this First Amendment, the terms of this First amendment shall govern.

The City of Redondo Beach has an Engagement with its General Plan Consultant, Placeworks, for work on the BCHD Development Plan and EIR. The City should have high confidence in the BCHD FEIR.

AGREEMENT FOR CONSULTING SERVICES BETWEEN THE CITY OF REDONDO BEACH AND PLACEWORKS, INC.

THIS AGREEMENT FOR CONSULTING SERVICES (this "Agreement") is made between the City of Redondo Beach, a Chartered Municipal Corporation ("City") and Placeworks, Inc., a California corporation ("Consultant" or "Contractor").

The parties hereby agree as follows:

1. Description of Project or Scope of Services. The project description or scope of services to be provided by Consultant, and any corresponding responsibilities of City, or services required to be performed by City are set forth in Exhibit "A."
2. Term and Time of Completion. Consultant shall commence and complete the project or services described in Exhibit "A" in accordance with the schedule set forth in Exhibit "B".
3. Compensation. City agrees to pay Consultant for work performed in accordance with Exhibit "C".

Since the City of Redondo Beach has both Placeworks and Rincon evaluating the BCHD Certified FEIR, Resident-Taxpayers should assume that both consultants are either in agreement with BCHD Noise Work, or, that those Contractors have resolved all Objections

- Rincon does not appear to have any independent estimation or measurement of N. Prospect Ave. noise levels. Rincon's role looks to be only review.
- Placeworks reports an **Lnd** noise level (SIC – incorrectly labeled in all Placeworks exhibits. Should be **Ldn**) for N. Prospect Ave. in the General Plan Draft. Based on Placeworks graphics, it appears they assert 65 dB Ldn on the road and 60 dB Ldn at the homes (receptors).
- The official measurement methodology in the RBMC is Leq utilizing A-weighting which is consistent with BCHD Certified FEIR and not with Placeworks analysis or exhibits.

4-24.201 Investigations.

Upon the receipt of a complaint from a citizen, the Noise Control Officer or his delegated representative, equipped with sound level measurement equipment, shall investigate the complaint. The investigation, at the discretion of the NCO or his delegated representative, shall consist of a measurement and the gathering of data to adequately define the noise problem

(b) Actual measurement procedures. Utilizing the A-weighting scale of the sound level meter, the noise level shall be measured at a position or positions along the complainant's property line closest to the noise source or at the location along the boundary line where the noise level is at maximum. In general, the microphone shall be located five (5') feet above the ground, ten (10') feet or more from the nearest reflective surface where possible. However, in those cases where another elevation is deemed appropriate, the latter shall be utilized. If the noise complaint is related to interior noise levels, interior noise measurements shall be made within the affected residential unit or within the commercial or industrial structure, and the alleged violations shall be plotted against the standards set forth in Article 4 of this chapter. The measurement shall be made at a point at least four (4') feet from the wall, ceiling, or floor nearest the noise source with the windows in the normal seasonal configuration. The calibration of the instrument being used shall be performed immediately prior to recording any noise data utilizing an acoustic calibrator. (§ 1, Ord. 2183 c.s., eff. August 11, 1976)

Based on Review of the Fehr and Peers Traffic Analysis, there is no Traffic or Noise Data or Analysis on the Segment from 190th to Knob Hill that competes with the BCHD FEIR

- The only Prospect Ave. analysis in the study appears to be S. Prospect Ave. from Knob Hill to PCH.

Traffic Study for the Redondo Beach Housing Element Implementation: General Plan and Zoning Amendments

Prepared for:
City of Redondo Beach, California

September 2024

LA17-2905



98	Prospect Ave	Pacific Coast Hwy
110	Prospect Ave	Knob Hill Ave

Request for Documents from Redondo Beach

2024-01-28 - CPRA Request - Soundwalls



Mark Nelson (Home Gmail) [Redacted]

Jan 28, 2025, 12:03 PM (3 days ago) ☆ 😊 ↶

to Eleanor, Paige, Darryl ▾

For the past weeks, local property owners on the frontage road have been locating, collecting and analyzing available information regarding local noise levels, soundwall criteria and development. In order to assure that we have not missed any relevant information, please process the California Public Records Act request below.

Please provide documents demonstrating:

- 1) Redondo Beach's specific soundwall development criteria (if any)
- 2) The most recent soundwall analysis study by Redondo Beach or its vendor (if any)
- 3) Noise measurements conducted in the last 10 years by Redondo Beach or its vendor on the 500-600 blocks of N Prospect Ave (if any)
- 4) Modeled noise levels and projections of future noise specific to the 500-600 blocks of N Prospect Ave (if any)
- 5) Documents explaining the reason for the inconsistency of noise measures chosen in the RBMC (Leq dBA) and the General Plan (Ldn)

Assuming we can get a prompt response, we will wait to present our findings to the Public Safety Commission until your response. If the response will be long in coming, we will move forward and amend our results if needed for presentation to the Council following the Commission meeting.

Thank you.

Your request (48507) has been received - City of Redondo Beach Inbox x



City of Redondo Beach - Customer Service

10:45 AM (53 minutes ago) ☆ 😊 ↶ ⋮

to me ▾

Thank you for electronically submitting your Public Records Act (PRA) request. City Hall will be closed from December 22, 2024, through January 1, 2025. The City will resume normal business hours on Thursday, January 2, 2025. Because your PRA request was submitted during a City Hall closure (which includes after business hours, weekends, or holidays) your PRA will be acknowledged as received on the next regular business day. We look forward to being of service! City Clerk's Office, City of Redondo Beach.

We look forward to being of service!

City Clerk's Office
City of Redondo Beach

View the PDF of peer-reviewed research results on the Damages of noise and traffic to health with clickable links at <https://bit.ly/NoiseDamages>

Chronic Stress Causes and Its Health Damages

Blue Zones, a vendor of BCHD that BHCDC spent over \$2M with, recognizes chronic stress as the silent killer.
<https://easyreadernews.com/lockdown-lessons-blue-zones-founder-dan-buettner-on-how-to-make-use-of-staying-at-home/>

The following references present peer-reviewed research between noise, chronic stress and negative health impacts:

<https://doi.org/10.1111/j.1467-9280.1995.tb00522.x>

Chronic Noise and Psychological Stress

We demonstrate for the first time that chronic noise exposure is associated with elevated neuroendocrine and cardiovascular measures, muted cardiovascular reactivity to a task presented under acute noise, deficits in a standardized reading test administered under quiet conditions, poorer long-term memory, and diminished quality of life on a standardized index. Children in high-noise areas also showed evidence of poor persistence on challenging tasks and habituation to auditory distraction on a signal-to-noise task. They reported considerable annoyance with community noise levels, as measured utilizing a calibration procedure that adjusts for individual differences in rating criteria for annoyance judgment.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5898791/>

The Adverse Effects of Environmental Noise Exposure on Oxidative Stress and Cardiovascular Risk

Epidemiological studies have provided evidence that traffic noise exposure is linked to cardiovascular diseases such as arterial hypertension, myocardial infarction, and stroke (high blood pressure, stroke, heart attacks)

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1568850/>

Noise and stress: a comprehensive approach

The thesis of this paper is that research upon, and efforts to prevent or minimize the harmful effects of noise have suffered from the lack of a full appreciation of the ways in which humans process and react to sound.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2996188/>

Noise and Quality of Life

The psychological effects of noise are usually not well characterized and often ignored. However, their effect can be equally devastating and may include hypertension, tachycardia, increased cortisol release and increased physiologic stress.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4873188/>

Noise Annoyance Is Associated with Depression and Anxiety in the General Population

<https://pubmed.ncbi.nlm.nih.gov/15070524/>

Health effects caused by noise: evidence in the literature from the past 25 years

For an immediate triggering of protective reactions (fight/flight or defeat reactions) the information conveyed by noise is very often more relevant than the sound level. It was shown recently that the first and fastest signal detection is mediated by a subcortical area - the amygdala. For this reason even during sleep the noise from airplanes or heavy goods vehicles may be categorized as danger signals and induce the release of stress hormones. In accordance with the noise stress hypothesis, chronic stress hormone dysregulations as well as increases of established endogenous risk factors of ischemic heart diseases have been observed under long-term environmental noise exposure. Therefore, an increased risk of myocardial infarction is to be expected.

<https://pubmed.ncbi.nlm.nih.gov/29936225/>

Chronic traffic noise stress accelerates brain impairment and cognitive decline

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7503511/>

Traffic Noise and Mental Health: A Systematic Review and Meta-Analysis

Public policies to reduce environmental traffic noise might not only increase wellness (by reducing noise-induced annoyance), but might contribute to the prevention of depression and anxiety disorders

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2535640/>

Traffic-Related Air Pollution and Stress: Effects on Asthma

Acute and chronic stress produce substantively different physiologic sequelae. Acute stress can induce bronchodilation with elevated cortisol (possibly masking short-term detrimental respiratory effects of pollution), whereas chronic stress can result in cumulative wear and tear (allostatic load) and suppressed immune function over time, increasing general susceptibility

<https://pubmed.ncbi.nlm.nih.gov/18629323/>

Chronic traffic-related air pollution and stress interact to predict biologic and clinical outcomes in asthma

The physical and social environments interacted in predicting both biologic and clinical outcomes in children with asthma, suggesting that when pollution exposure is more modest, vulnerability to asthma exacerbations may be heightened in children with higher chronic stress.

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4918669/>

The acute physiological stress response to an emergency alarm and mobilization during the day and at night

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC6540098/>

Impact of Stressful Events on Motivations, Self-Efficacy, and Development of Post-Traumatic Symptoms among Youth Volunteers in Emergency Medical Services

Chronic Stress Impacts on the Brain

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5573220/>

Neurobiological and Systemic Effects of Chronic Stress

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5579396/>

The Impact of Stress on Body Function

TO: Redondo Beach City Council, Redondo Beach Public Works Director, Redondo Beach Public Safety Commissioners

FROM: Mark Nelson, North Prospect Avenue Property Owner, Expert Witness

DATE: February 4, 2025

SUBJECT: HEALTH DAMAGES FROM EXCESSIVE TRAFFIC NOISE – SOUNDWALL DISCUSSION

The residents and property owners on the 500-600 blocks of N. Prospect Ave. are currently organizing and in discussions with D3 Councilmember Paige Kaluderovic and City staff regarding safety improvements to the frontage road. Overall, improvements likely include speed cushions; refreshed and enhanced painted pavement markings; enhanced signage; RBPD speed/one-way/U-turn enforcement; replacement of the greenery due to oleander leaf scorch and other diseases; and noise suppression from excessive road noise. This memo is limited to the negative health impacts of Prospect Ave. road-noise on residents.

Peer Reviewed Research

The preponderance of peer reviewed journal articles are targeted to workplace noise exposure as a result of occupational safety laws. Fortunately, over the past several decades the focus of the industrial health damage from noise has shifted from hearing damage to physiological systems damages. This industrial research is directly transferrable to other applications where excessive noise is present.

“Long-term exposure to noise from transport has negative effects on health.”

As is often the case, the EU leads the developed world in noise research and recently has focused strongly on the noise induced negative health impacts of transportation. The European Environment Agency sums up the damage in its opening statement on the 2022 update for the EU Environmental Noise Directive (END):

“Chronic exposure to environmental noise significantly affects physical and mental health and well-being. It can lead to annoyance, stress reactions and sleep disturbance, and cognitive impairment in children, and can have negative effects on the cardiovascular and metabolic systems.”

There are hundreds, if not thousands of peer-reviewed research articles regarding the health damages from noise. A number of relevant articles are cited as an attachment. Those articles document the following negative health impacts of noise:

- Amygdala Stimulation (Fight-Flight Response)
- Annoyance
- Anxiety Disorders
- Bronchodilation (Aggravates Asthma)
- Cardiovascular Diseases
- Chronic Stress
- Chronic Stress Hormones Increases
- Cortisol Release
- Depression

Elevated Neuroendocrine Response
Heart Attack Increased Rates
High Blood Pressure
Poorer Long Term Memory
Psychological Stress
PTSD
Sleep Disorders
Sleep Interruption
Stroke Increased Rates
Tachycardia

Peer Reviewed Evidence is Clear That Excessive Noise Causes Health Damages

The literature clearly demonstrates the damages of noise. The EU currently has an initiative to reduce the level of road and train noise by 2030 predicated by the health savings. This memo is intended as a summary only to provide evidence and references for the City to conduct its own analysis if it chooses. Given the preponderance of evidence that noise causes health damages, that seems unneeded at this time.

PEER REVIEWED STUDIES OF THE IMPACTS OF CHRONIC STRESS CAUSED BY NOISE

THERE IS NO DOUBT – NOISE CAUSES CHRONIC STRESS AND CHRONIC STRESS IS THE “SILENT KILLER” ACCORDING TO BLUE ZONES

<https://easyreadernews.com/lockdown-lessons-blue-zones-founder-dan-buettner-on-how-to-make-use-of-staying-at-home/>
Chronic Stress Causes and Health Damages

Blue Zones, a vendor of BCHD that BCHD has spent over \$2M with, recognizes chronic stress as the “**silent killer**”.
The following references present peer-reviewed research between noise, chronic stress and negative health impacts:

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Noise and stress: a comprehensive approach

The thesis of this paper is that research upon, and efforts to prevent or minimize the harmful effects of noise have suffered from the lack of a full appreciation of the ways in which humans process and react to sound. Provides an overview of **health damage from noise**

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC2996188/>

Noise and Quality of Life

The psychological effects of noise are usually not well characterized and often ignored. However, their effect can be equally devastating and may include hypertension, tachycardia, increased cortisol release and increased physiological stress.

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Traffic-Related Air Pollution and Stress: Effects on Asthma

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Neurobiological and Systemic Effects of Chronic Stress

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5579396/>
The Impact of Stress on Body Function

Jessica Handlin

From: Melissa Villa
Sent: Wednesday, April 23, 2025 7:50 AM
To: Jesse Reyes; Jessica Handlin
Subject: FW: Public Comment to PWSC Commissioners - Fwd: Comments to City Council: 500-600 N Prospect Soundwall/Noise
Attachments: Summary of Noise Induced Health Damages.pdf; North Prospect Noise Wall Analysis (Feb 2025) 02012025.pdf

Good morning,

We received a few emails from Mark Nelson that he would like to get to the commissioners.

There are two more that I will forward to you after this.

Thank you,

Melissa Villa

Analyst

310.697.3182

Melissa.Villa@redondo.org



From: Mark Nelson (Home Gmail) [REDACTED]
Sent: Wednesday, April 23, 2025 1:58 AM
To: CityClerk <CityClerk@redondo.org>
Subject: Public Comment to PWSC Commissioners - Fwd: Comments to City Council: 500-600 N Prospect Soundwall/Noise

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

Please deliver the following to the PWSC prior to the next meeting. These documents demonstrate that the Certified EIR of BCHD that analyzed noise levels on the 500-600 blocks of N Prospect demonstrate that the area exceed the Metro noise requirement for a soundwall.

As I noted publicly at the neighborhood meeting with CD3 Councilperson and the Mayor, my property will not be behind the hedge, or soundwall, or k-rail, so I am simply providing support to the neighbors in the center of the street that stand to have their damages reduced through City action.

----- Forwarded message -----

From: Mark Nelson (Home Gmail) [REDACTED]
Date: Wed, Feb 5, 2025 at 9:00 AM
Subject: Comments to City Council: 500-600 N Prospect Soundwall/Noi

To: <Andrew.Winje@redondo.org>

Cc: Darryl Boyd [REDACTED], Paige Kaluderovic <Paige.Kaluderovic@redondo.org>

Update on Comments at the City Council Meeting 2/4/25

Public Works Director Winje:

The following comments and attachments were filed at the City Council meeting last night in support of our neighborhood seeking a safer and quieter street. At a future Council meeting I will provide an overview presentation during the non-agenda item public comment period to reinforce the need and provide continued visibility to this important issue.

In the meantime, I would appreciate your staff's review. We are still waiting for the City's reply to our California Public Records Act requests on local soundwall criteria from Redondo Beach, if any.

Thank you.

Mark Nelson
Property Owner
Expert Witness

#####

Comment #1 (RBCC 2/4/25) Public Comment 2/4/25 Non-Agenda Item RB City Council - 500-600 Block N. Prospect Ave. Soundwall Analysis

Please file this analysis and report as a public comment for the non-agenda items of tonight's Council meeting. It is likely premature for me to call in and discuss tonight, however, it is an important issue to our neighborhood. As such, I am placing it into the record for future reference.

Synopsis: Using certified EIR noise results along with Metro soundwall standards, the residents and property owners of 500-600 N Prospect Ave have conducted an analysis of the consistency of a soundwall along Prospect with Metro published standards. A CPRA request for Redondo Beach Soundwall requirements has been submitted. Based on a thorough website search of Redondo.org and online documents, we do not expect that Redondo Beach has such a document available.

The analysis demonstrates consistency with Metro standards/requirements and moves for a formal soundwall analysis. We anticipate bringing it forward for discussion at a future date. Thank you.

Mark Nelson
Property Owner
Expert Witness

#2 (RBCC 2/4/25) Public Comment 2/4/25 Non-Agenda Item RB City Council - 500-600 Block N. Prospect Ave. Summary of Peer Reviewed Noise Induced Negative Health Impacts

Please file this analysis and report as a public comment for the non-agenda items of tonight's Council meeting. It is likely premature for me to call in and discuss tonight, however, it is an important issue to our neighborhood. As such, I am placing it into the record for future reference.

Synopsis: Peer reviewed medical research of noise-induced health damages supports the concept of a soundwall for our

neighborhood. Studies are cited and summarized for the purpose of demonstrating the overwhelming evidence of the damages of transportation road noise.

We anticipate bringing it forward for discussion at a future date. Thank you.

Mark Nelson
Property Owner
Expert Witness

April 23, 2025

To: Redondo Beach City Council, Public Works Sustainability Commission, N. Prospect Service Road Neighborhood

From: Mark Nelson, N Prospect property owner

Subject: PUBLIC COMMENT: REDONDO BEACH CITY COUNCIL AND COMMISSIONS
April 28, 2025 PWSC Meeting Regarding the 500 and 600 Blocks of N. Prospect

As of the end of the day on Wednesday the 23rd, the residents of the service road have little idea of the City's full plan to improve the service road after the prior view block was removed. We believe that Public Works will discuss speed cushions and closing inbound traffic across from BCHD at the PWSC on Monday the 28th. But based on comments, emails, meetings, prior events, etc., there are many neighborhood issues and concerns regarding the two blocks of service road that have been provided, including (in no order):

NOISE

- 70dB road noise at the residential home “receptors” (BCHD Certified FEIR)
- “big” Prospect motorcycle “loud pipes” noise (02-08-2025 meeting)
- “big” Prospect vehicle acceleration noise (02-08-2025 meeting)
- “big” Prospect vehicle braking noise (02-08-2025 meeting)
- “big” Prospect loud vehicle stereo and subwoofers (02-08-2025 meeting)
- “big” Prospect loud vehicle cell phones through stereos (02-08-2025 meeting)

TRAFFIC

- speeding (02-08-2025 meeting)
- cut through traffic from Diamond St (02-08-2025 meeting)
- wrong way, reckless and illegal maneuver driving (02-08-2025 meeting)
- U-Turners from “big” Prospect into T intersection across from BCHD (02-08-2025 meeting)
- insufficient service road width (vehicles parked both sides or illegally parked across driveways) at T-intersection across from BCHD to accommodate turns to Prospect creates long backups and dangerous situations

SAFETY

- vehicles launching themselves off “big” Prospect onto residents’ yards (02-08-2025 meeting)
- impaired visibility compromises pedestrian safety at T-intersection across from BCHD due to parked cars and no marked crosswalk from west-to-east on service road
- disabled access to bus stop compromised by parked cars, cut thru traffic, wrong way traffic

HEALTH

- asthma/cancer impacts - PM2.5 from exhaust from “big” Prospect
- asthma/cancer impacts - PM2.5 from service road exhaust idling at access across from BCHD
- noise impacts reduce sleep and increase chronic stress response

VEHICLE AND OTHER CRIME

- vehicle and trailer thefts (various, Prospect and Diamond Streets)
- potential gang activity for theft, etc. (RBPD Video 10-10-2022)
- stalking (RBPD report under CGC§6254(f)(2)(a) and CGC§6255(a))
- mail and package theft (various)
- on-street vehicle hit-and-run (various)
- car break-ins (various)

Perhaps some of these issues belong at the Public Safety Commission instead of PWSC? In any event, it would be helpful to have had the presentation in advance so that we could caucus as a neighborhood and make comments. It would also be helpful to know more about plans for signs, repainting one-way and do not enter markings on the road, a reduced 15 mph speed limit, narrowing the road with paint like Paulina’s 500 and 600 blocks, and maybe a discussion about closing the Diamond entrance to the service road to slow and reduce cut through traffic.

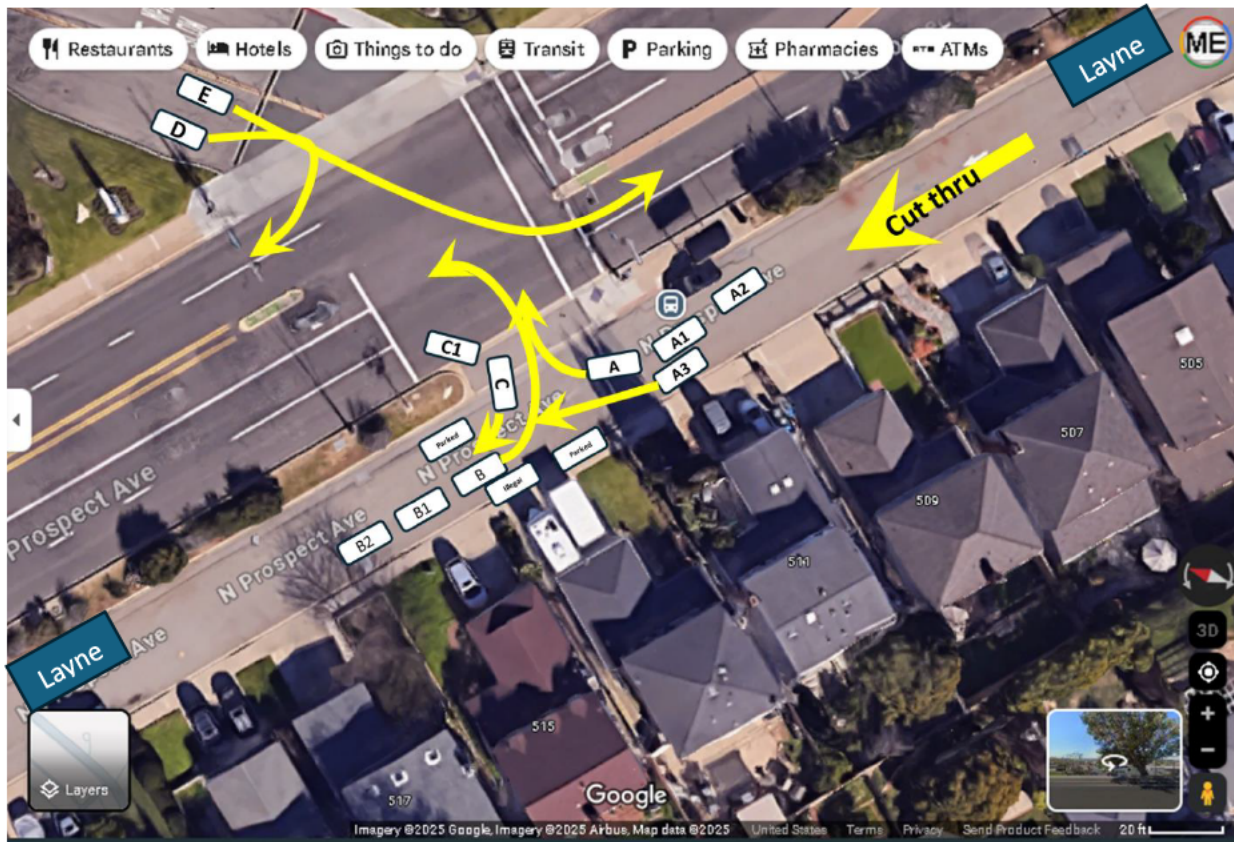
As a retired executive with decades of planning, permitting, environmental and development experience, my intent is to document the many issues to the best of my knowledge so that my neighborhood can pursue the ones that are most important to them. My experience has been that working off a list quickens the pace of consensus by allowing stakeholders to discuss, add, remove, and modify both issues and potential solutions.

This is being circulated to the City and the neighborhood as one of many tools for moving forward to a highly successful outcome. Thanks to everyone for their hard work.

Example of T-intersection across from BCHD gridlock due to lack of road width and both legally and illegally parked cars. Impaired visibility for pedestrians and drivers. Very complicated intersection when BCHD traffic is turning both north and south. Layne Granite trailers narrow street even more.

Right turns for northbound vehicles are essentially tight U-turns that often are 3-point turns
Right turns for southbound "big Prospect" to northbound service road are also tight U-turns
Illegal parking in front of driveways further narrows street and impairs pedestrian views and safety
Stopped cars create noise and exhaust at T-intersection and often wait for more than 1 signal

COMPLICATING FACTOR – BCHD EXITING TRAFFIC SIMULTANEOUSLY, CUT THRU TRAFFIC FROM DIAMOND AVOIDING DIAMOND & PROSPECT SIGNAL



Ryan Liu

From: Andrew Winje
Sent: Thursday, April 24, 2025 08:48
To: Jesse Reyes; Ryan Liu
Cc: Lauren Sablan
Subject: FW: Public Comment regarding upcoming PWSC Meeting on Prospect Service Road Issues
Attachments: Letter to the City on the 28th Meeting Final Version.pdf

Please include the email below and PDF in the AR, perhaps as an attachment that includes other recent public comment.

Thanks,

Andy

Andrew Winje

Director of Public Works
310.697.3151
Andrew.Winje@redondo.org



From: Mark Nelson (Home Gmail) [REDACTED]
Sent: Thursday, April 24, 2025 8:05 AM
To: Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>
Cc: Darryl Boyd [REDACTED]; CityClerk <CityClerk@redondo.org>
Subject: Public Comment regarding upcoming PWSC Meeting on Prospect Service Road Issues

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

Councilmember Kaluderovic and Director Winje:

It's doubtful that I will be able to attend the meeting on the 28th. Since the PWSC Agenda and Packet aren't posted, the neighborhood doesn't know what materials will be presented on Monday. As a result, I sat down with my notes and many emails and extracted all the issues that I saw or knew about with the service road so that they'd be top of mind for you and for the neighborhood. The overwhelming majority of issues came up one way or another at the neighborhood meeting that you facilitated.

My list may not be complete, so I'd expect some issues added by others also. If nothing else, this can serve as a starting point for gaining consensus on the issues to pursue beyond speed cushions. Thanks for your assistance.

Public Comment: City Council, PWSC, PSC
Please forward to Commissioners prior to meeting

bcc: the Neighborhood



Administrative Report

P.3., File # PWS25-0553

Meeting Date: 4/28/2025

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

DISCUSSION AND POSSIBLE ACTION REGARDING THE CONCEPTUAL DESIGN FOR THE METRO ACTIVE TRANSPORTATION GRANT PROJECT FOR THE REDONDO BEACH BL CORRIDOR & THE NRBB EXTENSION TO GRANT AVENUE AND MOBILITY HUB PROJECT

EXECUTIVE SUMMARY

After extensive community outreach, engineering analyses, and coordination with partner agencies, staff is bringing forward a discussion and possible recommendation of the conceptual design for the Metro Active Transportation Grant Project (MAT Project) for the Redondo Beach Boulevard (RBB) Corridor. Staff is seeking input on this matter from the public and from the Public Works & Sustainability Commission (PWSC). Specific noticing for this item was provided to the residents living within 700 feet of the Inglewood/Grant intersection. Related to the MAT Project, staff is bringing forward the conceptual design for the North Redondo Beach Bikeway (NRBB) extension project to Grant Avenue, and the proposed mobility hub at the southeast corner of Grant/Inglewood.

MAT Project:

Attachment 1 provides an overview of the project's goals and objectives from the previous discussion of the MAT Project at the June 26, 2023 PWSC meeting. The City is partnering with Lawndale and LA County on this project. During the project's outreach and conceptual design phases, the City of Torrance was willing to accommodate the project, which constitutes bicycle facilities along eastbound 190th Street and eastbound Redondo Beach Boulevard. City staff worked with Torrance city staff and provided regular updates as-needed. The Project conceptual design was also reviewed by Torrance staff, who indicated willingness to participate in the project. Torrance residents were also invited to the various outreach events like other residents in the other jurisdictions. However, at the time of drafting this administrative report, the City of Torrance is formally opposing the project and any changes within their City limits. **Attachment 2** is the finalized project alternatives report, which summarizes community outreach, alignment alternatives, and shows the recommended project. Appendices to the MAT Project report and the 15% conceptual design can be found on the City's website, link here:

https://www.redondo.org/departments/public_works/engineering_services/traffic_engineering/traffic_projects.php

Note that the conceptual design represents the project when all agencies were participating in the project. Bicycle facilities can still be provided in Redondo Beach, Lawndale, and LA County with or without Torrance's participation.

Community Engagement

Since the PWSC recommended additional community outreach, staff and the project consultant held additional meetings and conducted surveys to arrive at the proposed alignment and 15% project conceptual design. To date, below is a list of all community engagement events:

- 2022 Phase 1 Priorities Survey - 300+ responses (40% Redondo)
- Alondra Park Halloween Event, October 2022
- South Bay Galleria Pop-Up, November 2022
- North RB Business Association Focus Group, April 2023
- BCHD Youth Advisory Group, April 2023
- Jefferson/Washington ES Open House, May 2023
- Phase 2 Alternatives Survey - 367 responses, District 3 social media, 3 CBOs
- Supplemental survey mailed to residents along Lilienthal and Ripley, RBUSD parents notified - 13 responses
- District 3 Community Meeting, February 2024
- District 4 Community Meeting, March 2025 [Presentation slides on City website]

Sentiments from all community engagement events and surveys showed very strong support for the project, a strong preference for protected walking/biking facilities, and a desire to build the project as quickly as possible.

Alignment

The project aims to connect existing active transportation infrastructure in the coast and inland areas with high quality walking and biking infrastructure, linking a bike trail and sidewalk on the southeast corner of Alondra Park and the City's bike facility at Beryl/Blossom and 190th Street. The proposed alignment will include intermediate destinations such as Dominguez Park, RBUSD schools, the South Bay Galleria/Social District, a future K Line rail station, commercial frontage along Redondo Beach Blvd., Alondra Park, and El Camino College.

Based on community feedback and engineering analyses, the MAT Project's preferred alignment from west to east starts along 190th Street at Beryl Street. Beryl Street has existing Class II bike lanes towards Dominguez Park, Redondo Union HS, and the coast. Proposed bicycle facilities along 190th Street include Class IV protected bike lanes on the Redondo side of 190th (westbound), with small sections of Class II bike lanes to accommodate some on-street parking, commercial loading, and a long commercial driveway. At the time of drafting the design, the City of Torrance was willing to accommodate Class II striped bike lanes. However, at this time, the City of Torrance is no longer willing to install bicycle lanes for this project, which includes eastbound bicycle lanes along 190th Street. The alignment turns northerly into Lilienthal Park at Anza Avenue as an off-street path, then utilizes the eastern side of Lilienthal Lane as a bi-directional Class IV cycle track. After connecting with Washington ES, the project turns easterly onto Ripley and continues as a bi-directional Class IV cycle track on the south side to connect with Adams MS. Just west of Inglewood Avenue, the project alignment turns north by way of a raised crosswalk across Ripley, which is proposed to enhance safety and reduce vehicular speeds. The path continues on the west side parkway of Inglewood Avenue to connect with Grant Avenue. Class II bike lanes exist along Grant. The Project will upgrade these to Class IV east of Inglewood, which connects to the South Bay Galleria. As part of the South Bay Social District redevelopment, an off-street path will be constructed along the western frontage of the Galleria property along Kingsdale, and then along its northern frontage along Artesia, replacing the third eastbound through lane between the Kingsdale and Redondo Beach Blvd. (RBB) intersections. The portions of the project along the Galleria will be undertaken by the Galleria

project's developer when the mall is renovated. The MAT Project picks back up by crossing Artesia at RBB and continuing as an off-street path on the south side of RBB. East of Hawthorne Boulevard and outside of Redondo Beach city limits, a mixture of Class II bike lanes and a Class IV bi-directional cycle track will be provided northeasterly along RBB. Since the City of Torrance is no longer willing to accommodate the project, only westbound bicycle facilities will be provided between Hawthorne and Ainsworth. A Class IV bi-directional cycle track will be provided east of Ainsworth. The project will terminate at Dominguez Channel. Overall, the MAT Project will provide greatly improved biking and walking facilities along the RBB corridor, with sections in Redondo Beach designed as protected facilities as much as feasible. Page 22 of the report in **Attachment 2** also shows the finalized alignment. The Project's conceptual (15%) design plans can be found here:

https://www.redondo.org/departments/public_works/engineering_services/traffic_engineering/traffic_projects.php

Next Steps

Staff recommends moving forward into the final design phase of this project based on the support heard from the various Districts and community members. At this time, the MAT Project has received \$6.6 million in grant funds to construct the project. The current cost estimate, with appropriate contingencies, is approximately \$11 million. City and Metro staff are seeking an increase in the grant award to the maximum \$8 million. City staff also requested an additional \$4 million in Measure M MSP funds to fully fund the project. Staff is optimistic that these funding requests will receive Metro Board approval, as the MAT Project is a multijurisdictional active transportation project that is expected to further the region's sustainability and mobility goals. If the PWSC recommends this project to move forward, staff will bring forward this item to the City Council for approval of the 15% design, Metro funding agreement, and final design services contract.

NRBB Grant Extension+Mobility Hub:

As a related but crucial companion project to the MAT Project, the City is embarking on an extension of the North Redondo Beach Bikeway (NRBB) to Grant Avenue. The NRBB is a Class I shared-use walking/biking path along the Southern California Edison (SCE) right-of-way, connecting Robinson Street to Artesia Boulevard north-south, then east-west towards Felton Lane. The City recently awarded a construction contract to extend the NRBB from Felton to Inglewood Avenue. This newest NRBB extension project will extend the NRBB as a Class IV bi-directional cycle track southwards along the west side of Inglewood Avenue to connect with Grant Avenue and the MAT Project. This means that if both projects are approved, a continuous north-south Class I/IV walking and biking path will be provided between Robinson Street and 190th Street via the Grant Avenue / Inglewood Avenue intersection, which becomes the "hub" for multiple bike routes in the City. The Inglewood/Grant intersection will serve as a crucial connector for north-south and east-west mobility, and will be redesigned to accommodate the expected increase in bike/ped crossings. It will also address residents' safety and speeding concerns. In cooperation with the District 4 Councilmember, the City is also proposing a native landscaped rest and gathering area, or "mobility hub", at the southeast corner of Inglewood/Grant. The City used Metro grant funds to purchase surplus property at this area and will repurpose the land to screen off the adjacent cemetery, provide active transportation related amenities, situated in a purposed rest area beautified with native landscaping. The project will provide much-needed greenspace to the neighborhood, and is intended to serve active mobility travelers. No car parking will be provided. Amenities that City staff have requested include:

- At least 25% native habitat (a pollinator fountain is also being explored)
- Metal or fabric shade structure

- Boulders, bollards, bike racks, and fencing to protect open space from errant vehicles
- Driveway and pad for City maintenance, could double as a roving vendor space
- Bollard lighting and limited lighting structures to reduce light pollution
- Water bottle filling station
- Micromobility wayfinding and interpretative signage
- Bike fix-it station and air pump
- Emergency phone/blue light, security cameras
- Public Wi-Fi

Attachment 3 shows the conceptual design of the proposed project, plant species, and NRBB extension.

Next Steps

If the PWSC recommends moving forward with this project, staff will bring this item to the City Council for authorization to complete final design. The project is expected to cost approximately \$4 million. Staff has requested the full construction funding amount from Measure M MSP. It is important to know that both the NRBB+Mobility Hub project and the MAT Project depend on each other to provide a seamless walking and biking experience at the Inglewood/Grant intersection.

COORDINATION

Coordination of this report took place within the Public Works Department.

ATTACHMENTS

1 - PWSC Administrative Report, June 26, 2023

2 - MAT Project Final Report

Supplemental appendices and the Project's conceptual design can be found at:

https://www.redondo.org/departments/public_works/engineering_services/traffic_engineering/traffic_projects.php

3 - NRBB Extension and Native Planting Mobility Hub Project Concept



Administrative Report

J.2., File # PWC23-6269

Meeting Date: 6/26/2023

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

DISCUSSION AND POSSIBLE ACTION REGARDING PROJECT ALTERNATIVES FOR THE METRO ACTIVE TRANSPORTATION GRANT PROJECT FOR THE REDONDO BEACH BLVD. CORRIDOR

RECOMMENDATION

1. Receive and file the project report on the subject project.
2. Provide input to staff regarding project lane configuration alternatives for the portion of the project in the City of Redondo Beach.

SUMMARY

The City of Redondo Beach has partnered with the City of Lawndale and the County of Los Angeles to secure a \$6.6M grant from the Los Angeles County Metropolitan Transportation Authority ("METRO") to design and construct pedestrian and bicycle improvements (transportation modes known as "active transportation") along the Redondo Beach Blvd. between El Camino College and Dominguez Park in Redondo Beach. The corridor includes portions of Grant Ave and Ripley Ave. within the City. The goal is to create a continuous bike facility for the full length of the corridor, and to provide pedestrian improvements at major intersections and where sidewalks are absent along the corridor.

The agencies have hired, via METRO's on-call contract, a design firm (CR & Associates) to perform an alternatives analysis, conduct public outreach and develop a conceptual (15%) design that will function as the basis for the next phase of design development. The project has reached the stage to determine the preferred project elements. The consultant has developed several project element alternatives for which staff is seeking input from the Commission. Staff has invited representatives of CR & Associates to share project element alternatives developed to date along with results of the public outreach regarding those alternatives. The Commission's conversation about configuration preferences within the City of Redondo Beach will be very informative to completion of the conceptual design.

Once these preferences are determined, the design consultant will begin the conceptual engineering and cost estimates. CR & Associates anticipates finalizing their 15% design concept in Spring 2024 to complete their contract. After that, the agencies will engage a designer to develop the engineering design further and prepare contract documents that may be put out to bid for construction.

Prepared by:

Andy Winje, City Engineer

Submitted by:

Ted Semaan, Public Works Director

ATTACHMENTS

1. Presentation Slides



Redondo Beach Blvd Corridor

Metro Active Transportation (MAT) Program

June 26, 2023

C+R



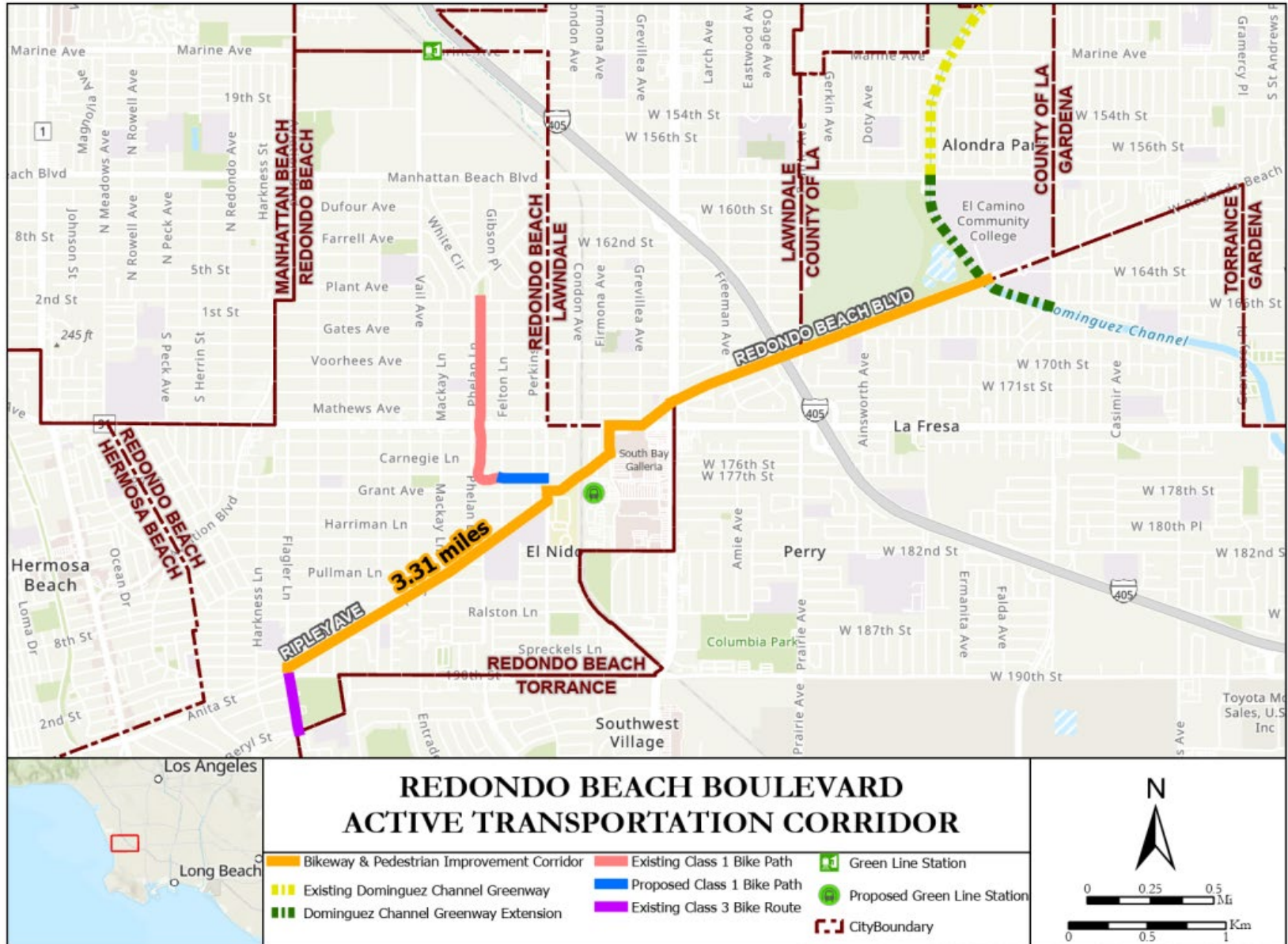
Agenda

- > Project Description
- > Project Schedule
- > Outreach Update / Survey Results
- > Traffic Operations Analysis
- > Q&A

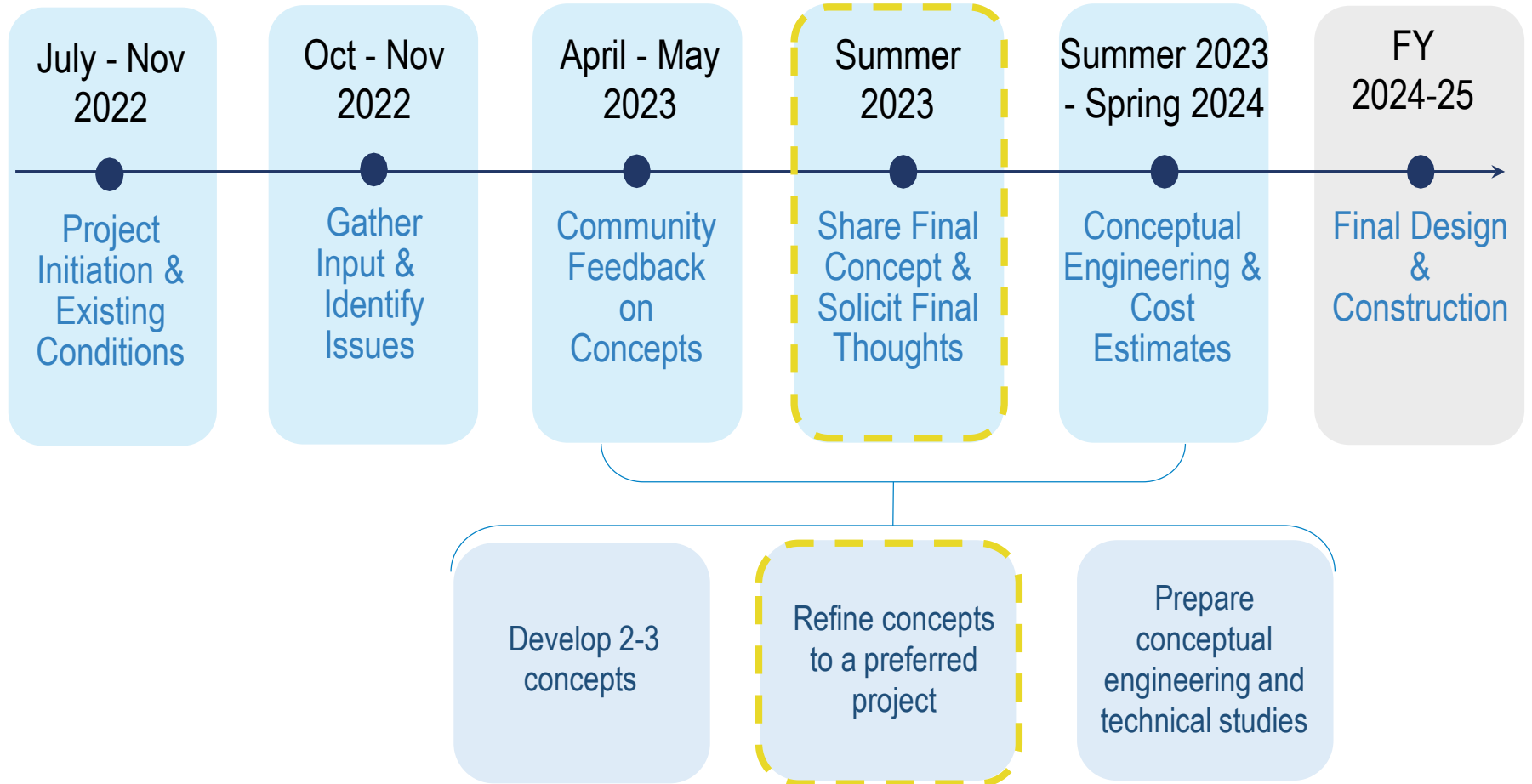
Project

- > Redondo Beach Blvd/Ripley Ave from Flagler Ln to the Dominguez Channel Greenway for 3.3 miles
- > Project Lead and Funding: LA Metro
- > Metro Active Transport, Transit and First/Last Mile Program Cycle 1
- > Agencies: Cities of Redondo Beach and Lawndale, LACDPW
- > Project Goals:
 - Encourage walking and biking
 - Connect to transit facilities, educational facilities, parks, retail stores, job centers, and residential neighborhoods
 - Enhance safety
 - ADA improvement

Project Map

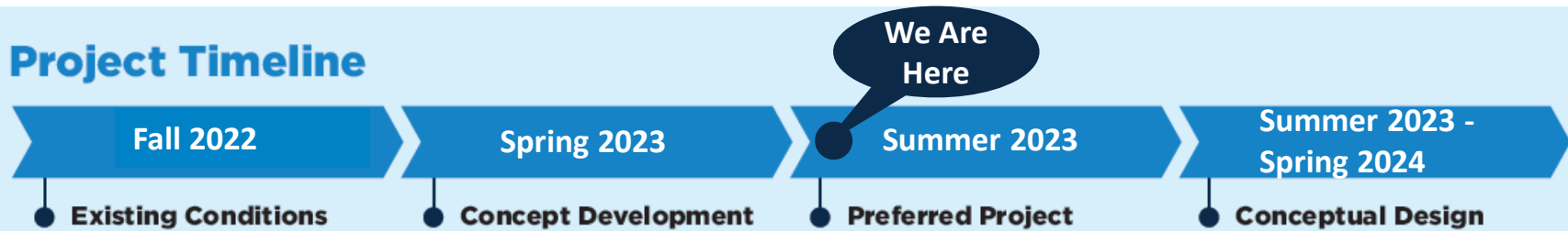


Project Schedule



Outreach To Date

Project Timeline



PHASE 1

**Alondra Park Halloween
Trick or Treat Village**
Thurs, Oct 27, 2022

Galleria Pop Up
Sat, Nov 19, 2022

Outreach Plan

Redondo Beach Blvd

- 2 large scale events
- 4 small scale events
- 3 phases (existing conditions, concept alternatives, preferred project)

PHASE 2

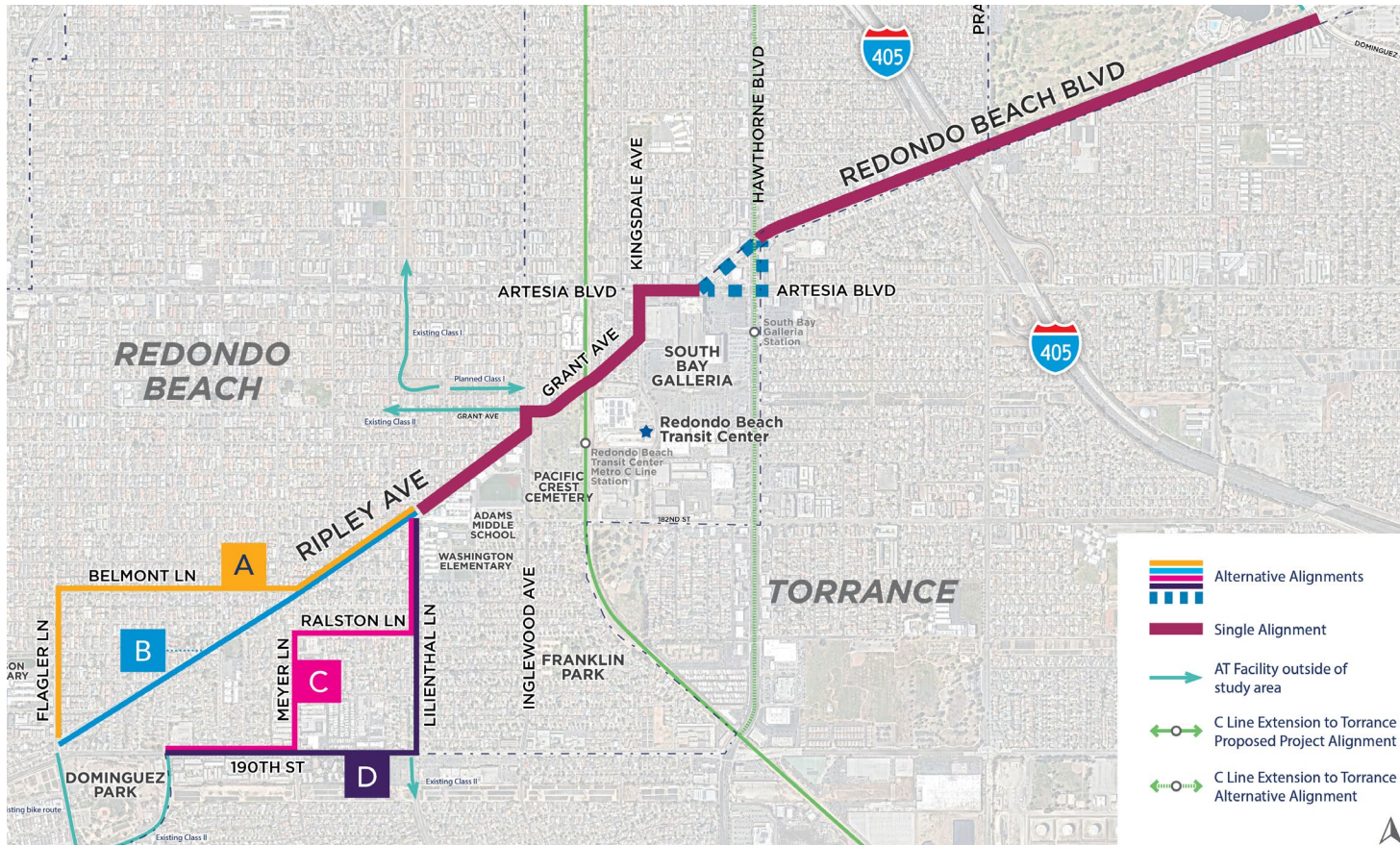
**North Redondo Beach Blvd
Business Association Meeting**
Thurs, Apr 13, 2023

**Beach Cities Health District
Youth Advisory Meeting**
Tues, Apr 18, 2023

**Jefferson and Washington
Elementary School Open
Houses**
Thurs, May 25, 2023

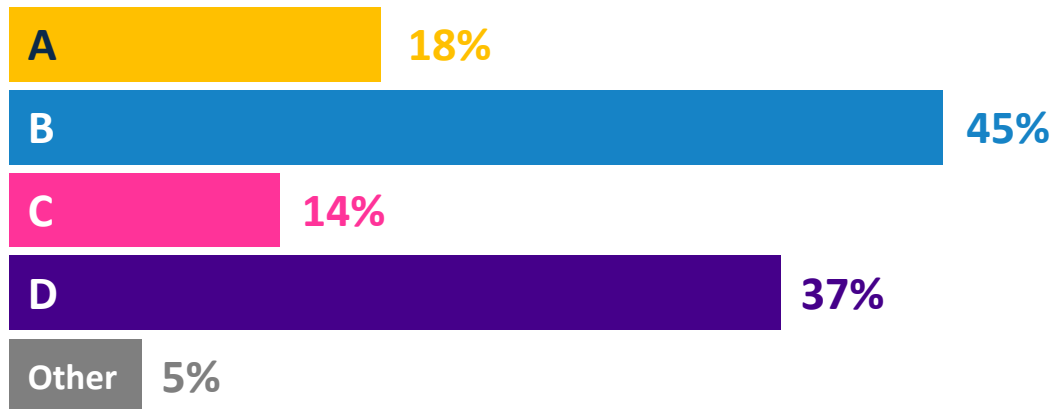
Phase 2 Survey Results

- Survey was open from April 7 to May 31
- 367 surveys collected
- 3 supporting CBOs (SBBC+, Street Racing Kills, League of Women Voters)
- Social Media Promotion through District 3 Council Member Paige Kaluderovic's Office

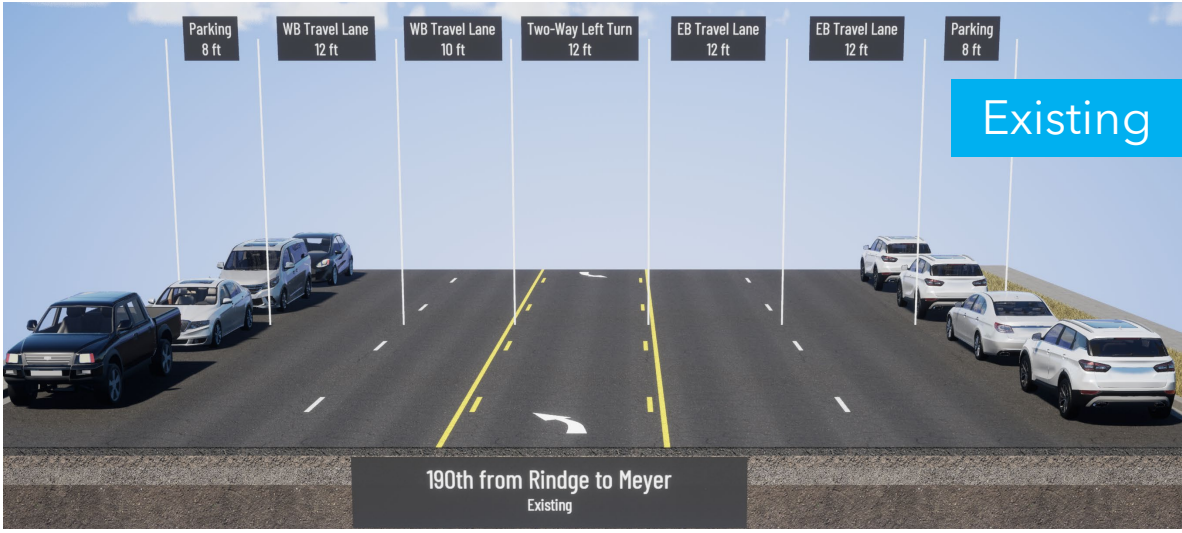
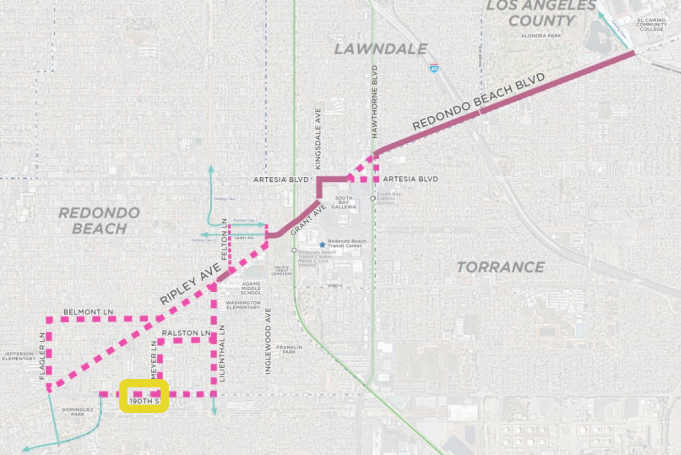


Which alignment(s) do you prefer?

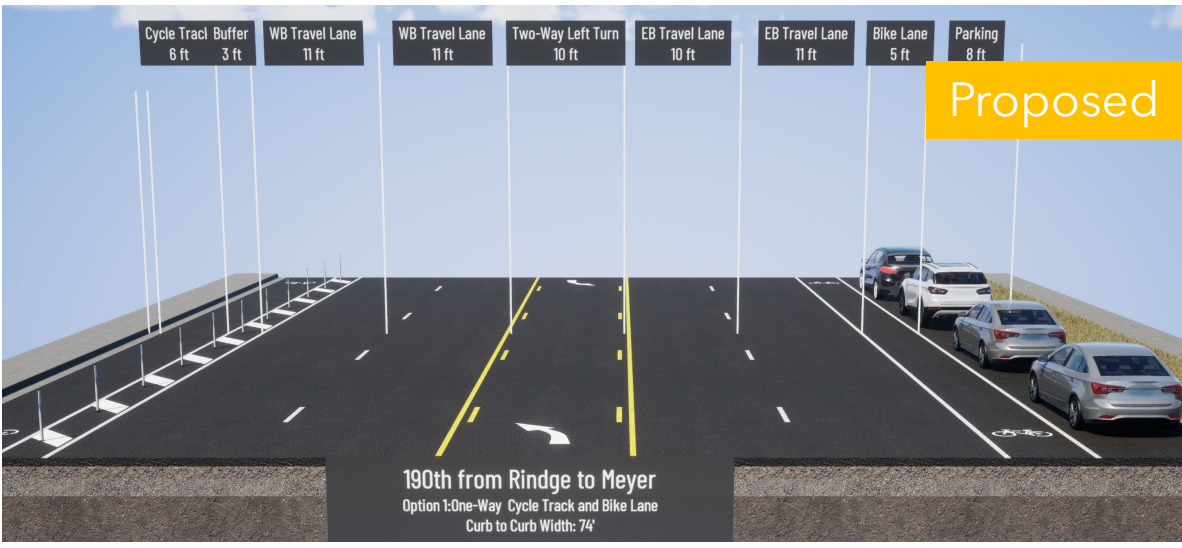
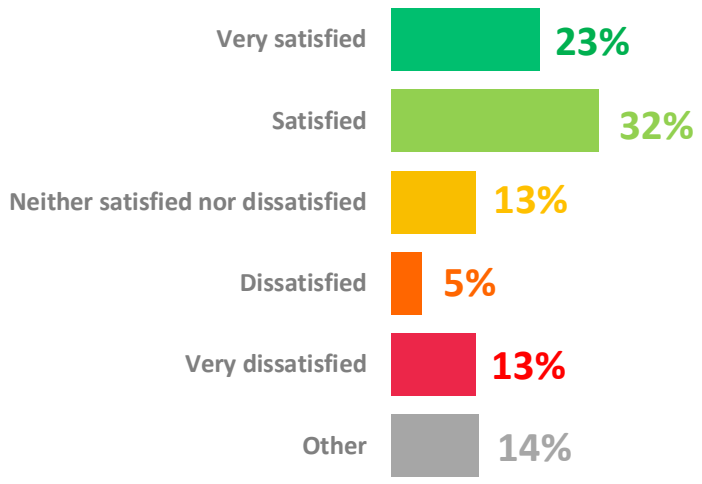
(Participants were able to select multiple responses. Percentage may add up to over 100%)

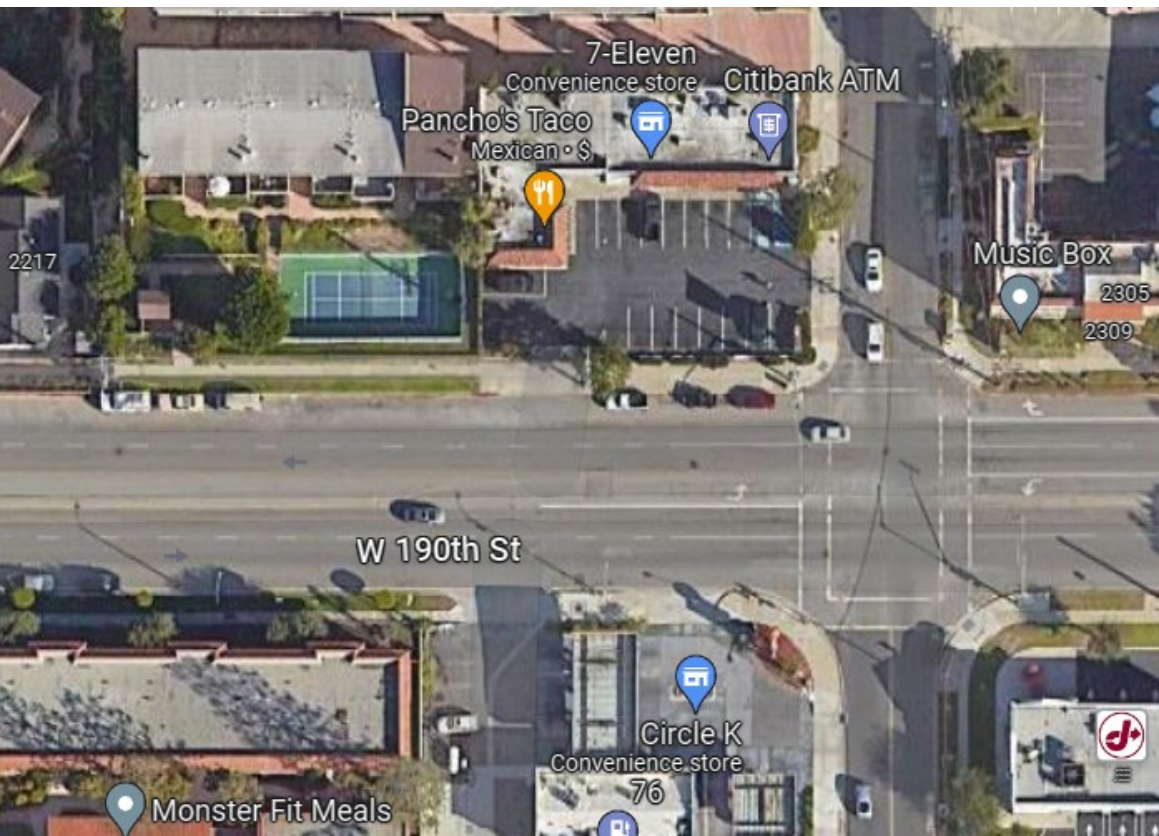


190th St: Rindge to Meyer



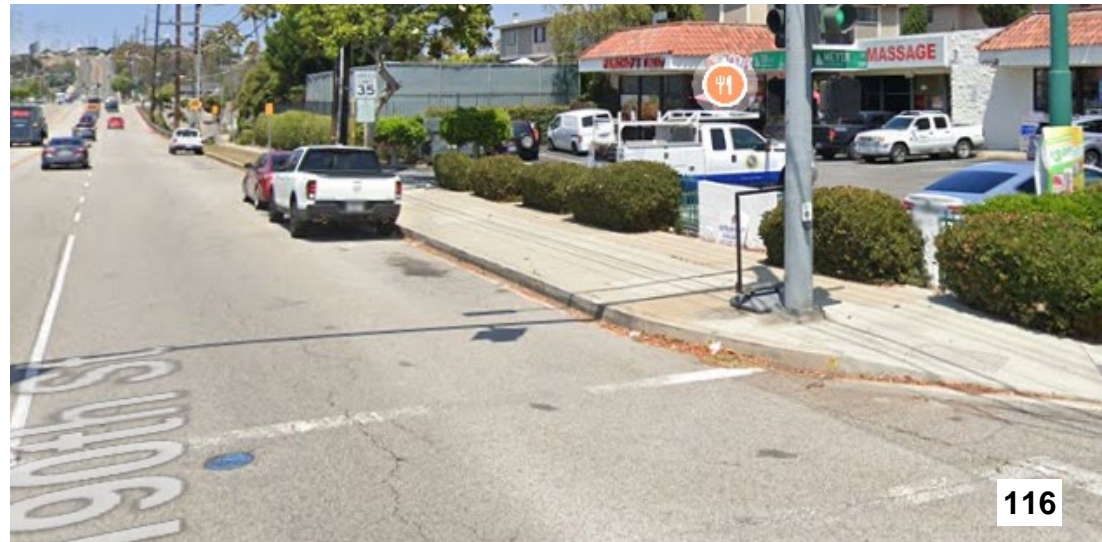
How satisfied are you?





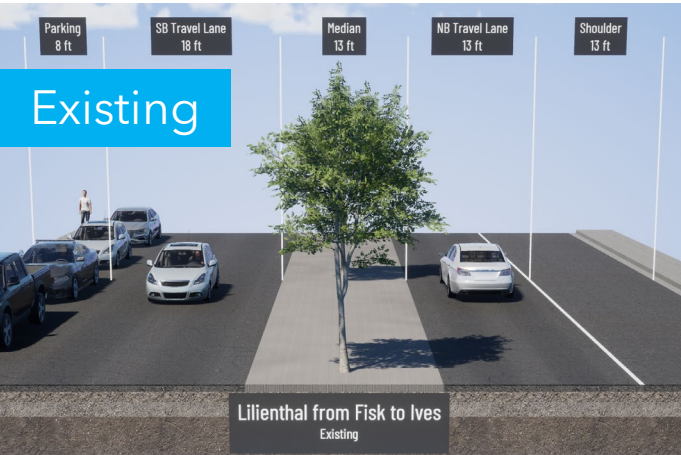
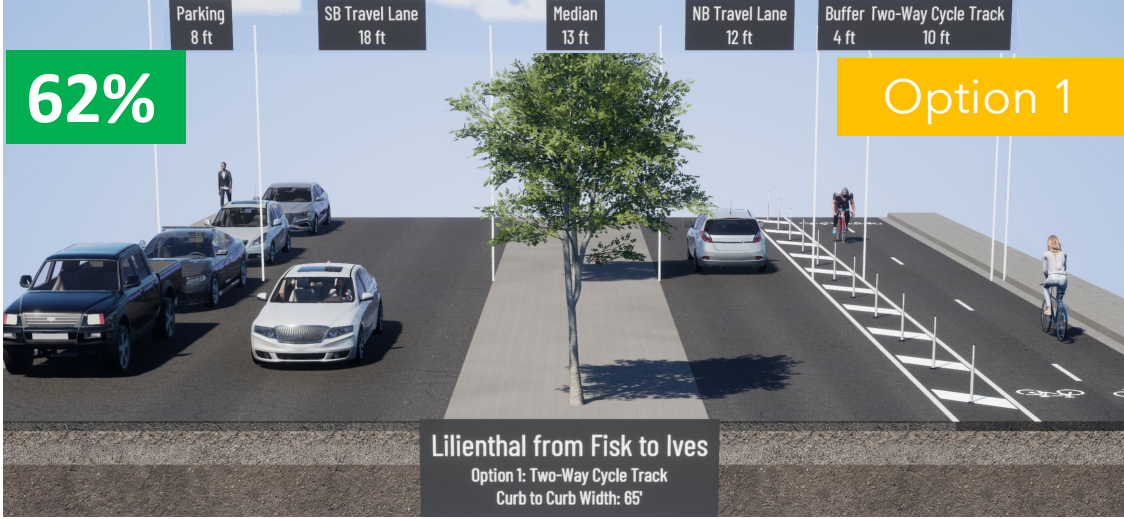
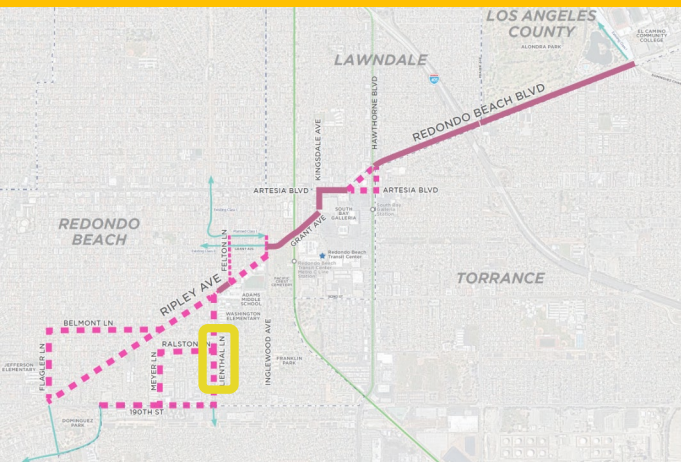
W 190th Street @ Meyer Lane

Looking west on W 190th Street @ Meyer Lane



Which option do you prefer?

Lilienthal Ln: Fisk to Ives



(Participants were able to select both options. Percentage may add up to over 100%)

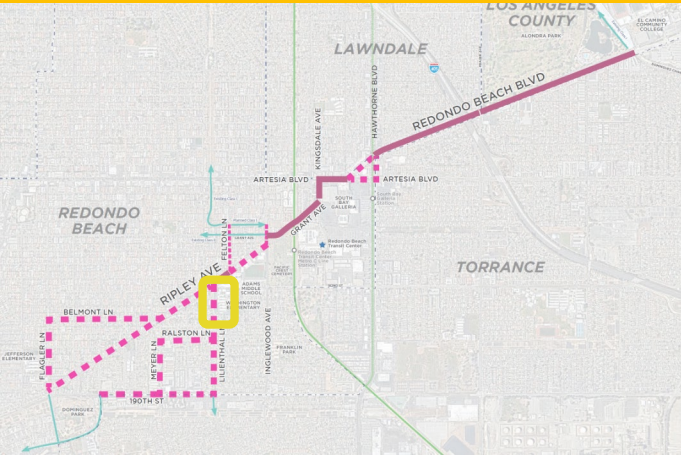


Lilienthal Lane:
Fisk Lane and Ives Lane

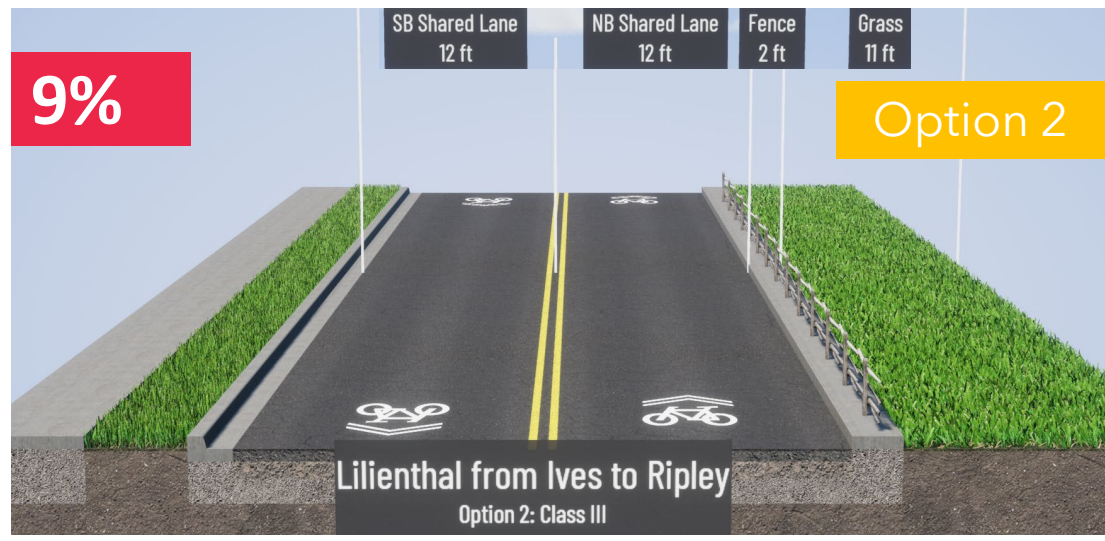
Looking north on
Lilienthal Lane



Lilienthal Ln: Ives to Ripley



Which option do you prefer?



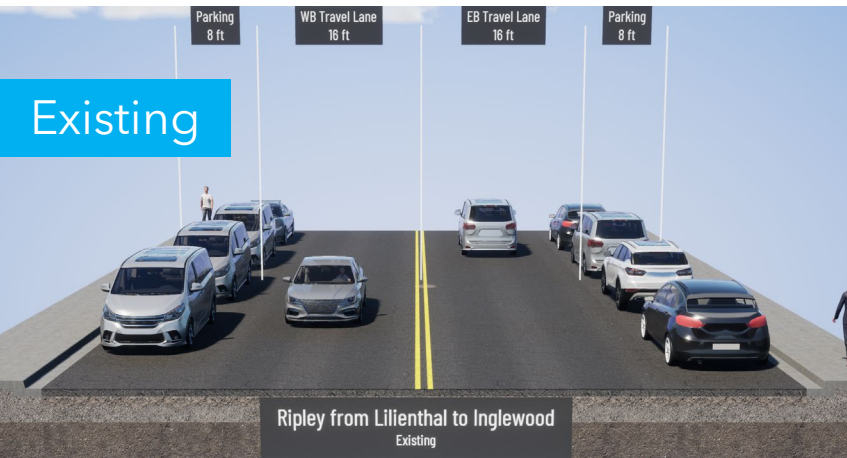
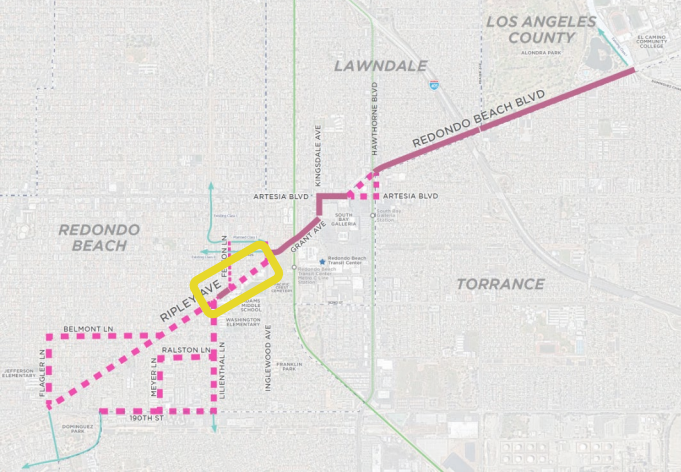
(Participants were able to select both options. Percentage may add up to over 100%)

Lilienthal Lane:
Ives Lane and Ripley Avenue

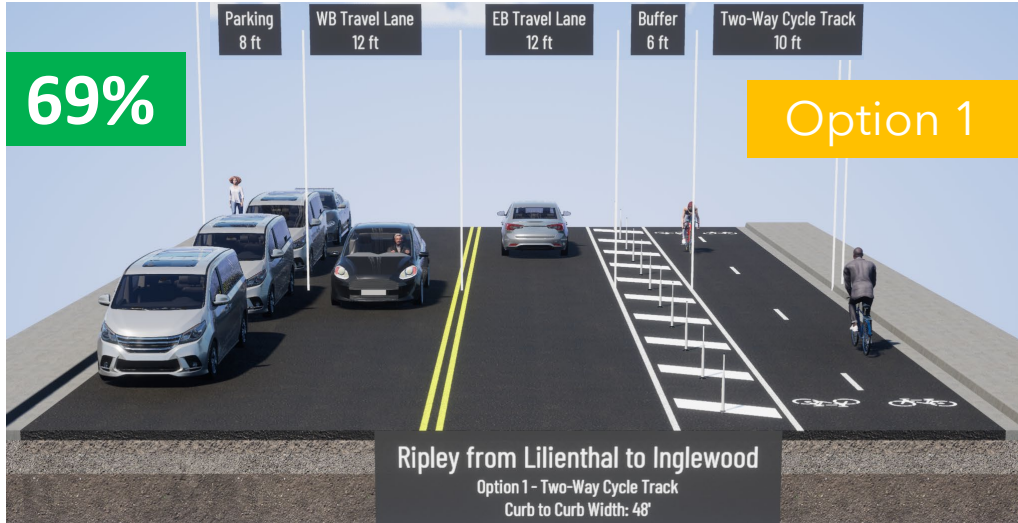
Looking north on Lilienthal Lane
(Washington Elementary School and
Adams Middle School to the right)



Ripley Ave: Lilienthal to Inglewood



Which option do you prefer?



(Participants were able to select both options. Percentage may add up to over 100%)

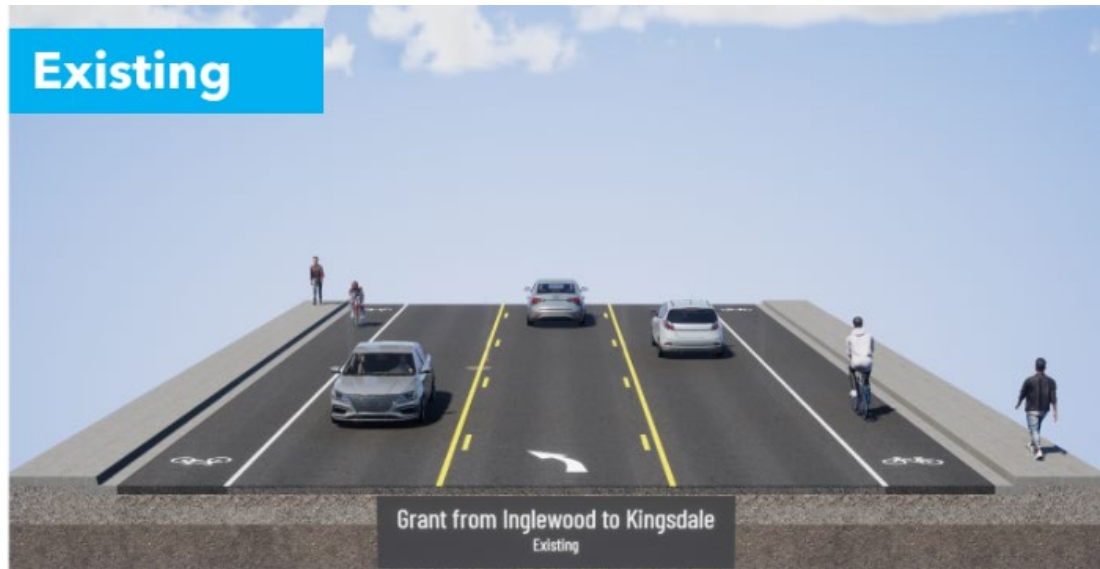
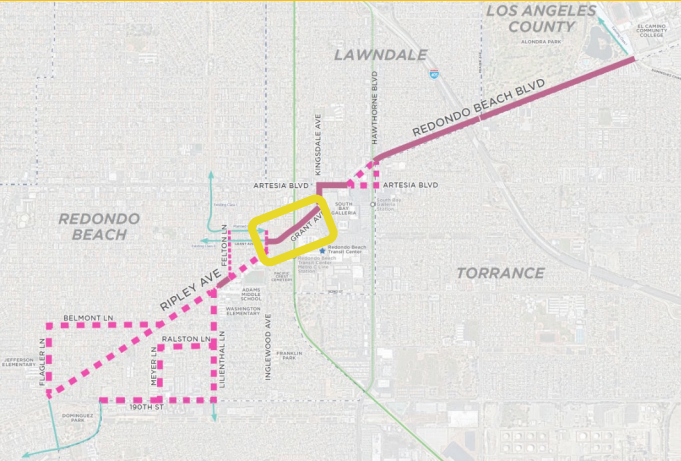


Ripley Avenue:
○ Lilienthal Lane and Inglewood Avenue

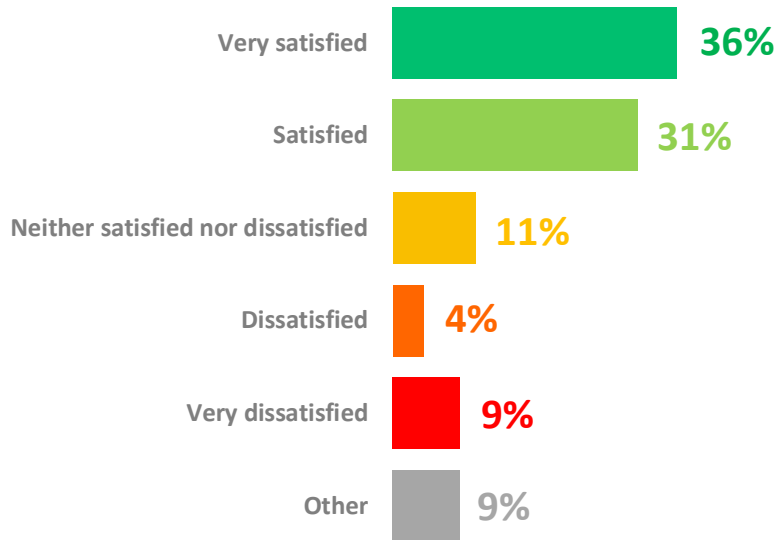
Looking east on Ripley Lane,
approaching Perkins Lane



Grant Ave: Inglewood to Kingsdale



How satisfied are you?



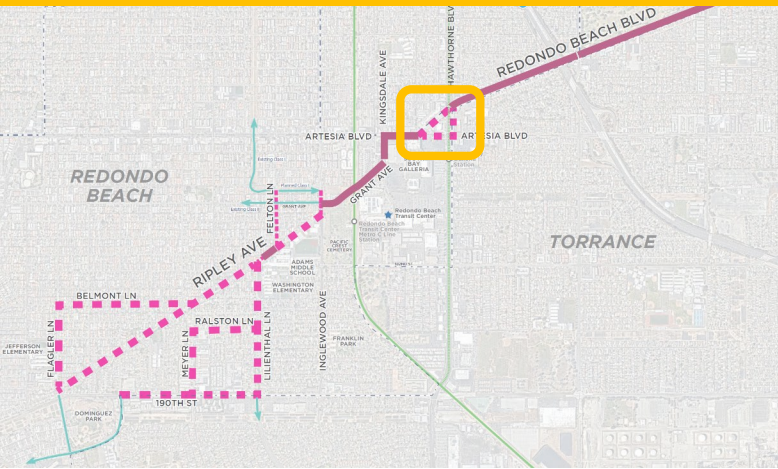


Grant Avenue: Inglewood Avenue and Kingsdale Avenue

Looking east on Grant Avenue



Artesia Blvd: Kingsdale to Redondo Beach



Which option do you prefer?

18%

Option 1



84%

Option 2



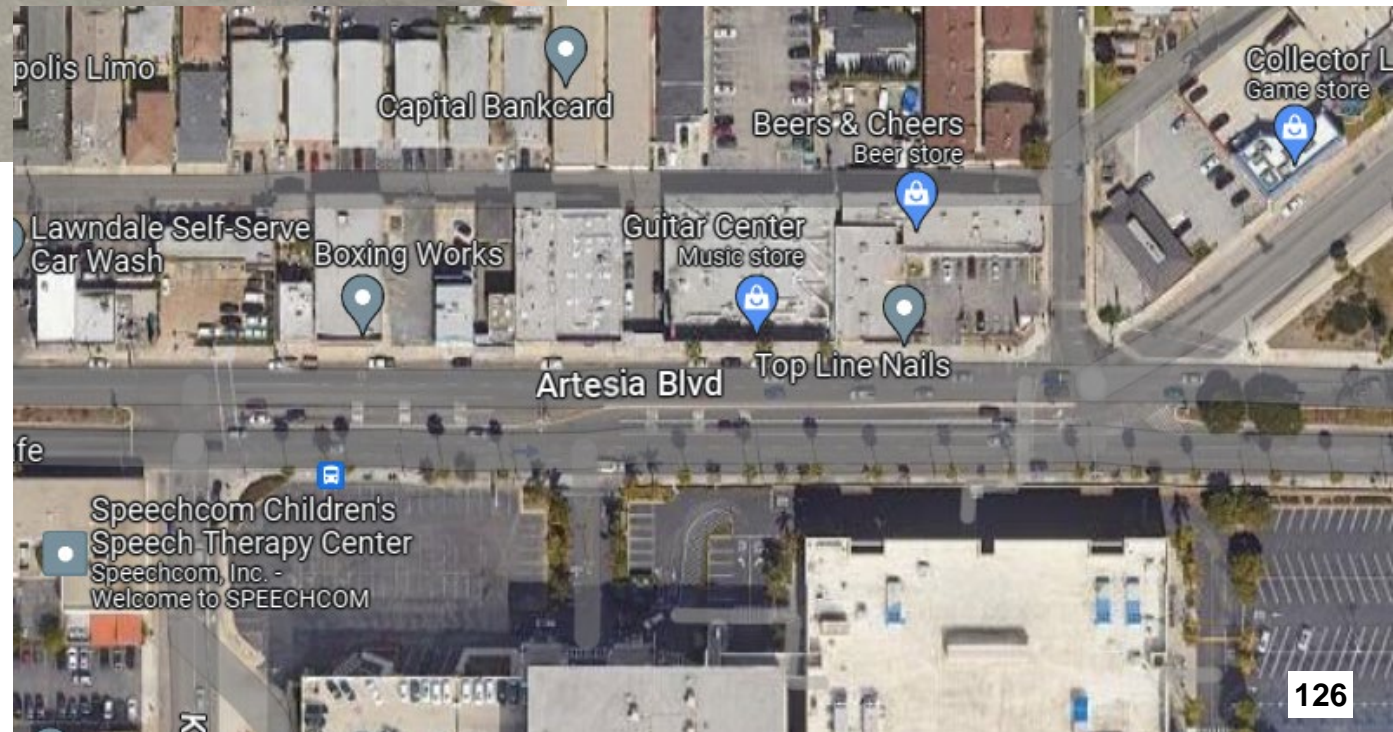
Existing



(Participants were able to select both options. Percentage may add up to over 100%)



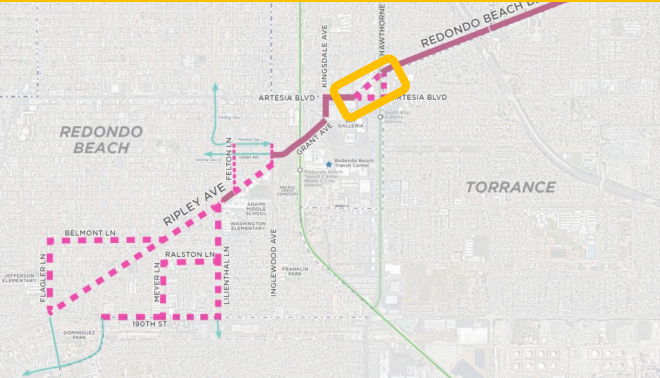
Looking east on Artesia Boulevard
@ Kingsdale Avenue



Artesia Boulevard
@ Redondo Beach
Boulevard

Which option do you prefer?

Redondo Beach Blvd: Artesia to Hawthorne

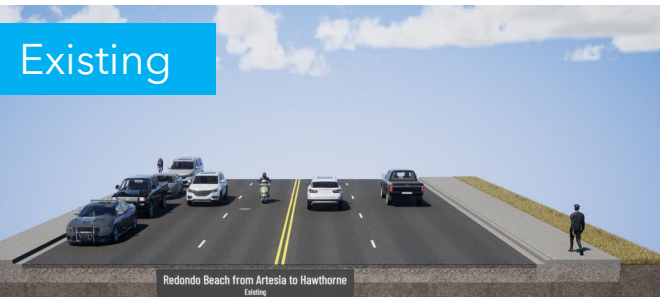


48%

Option 1



Existing



54%

Option 2



(Participants were able to select both options. Percentage may add up to over 100%)

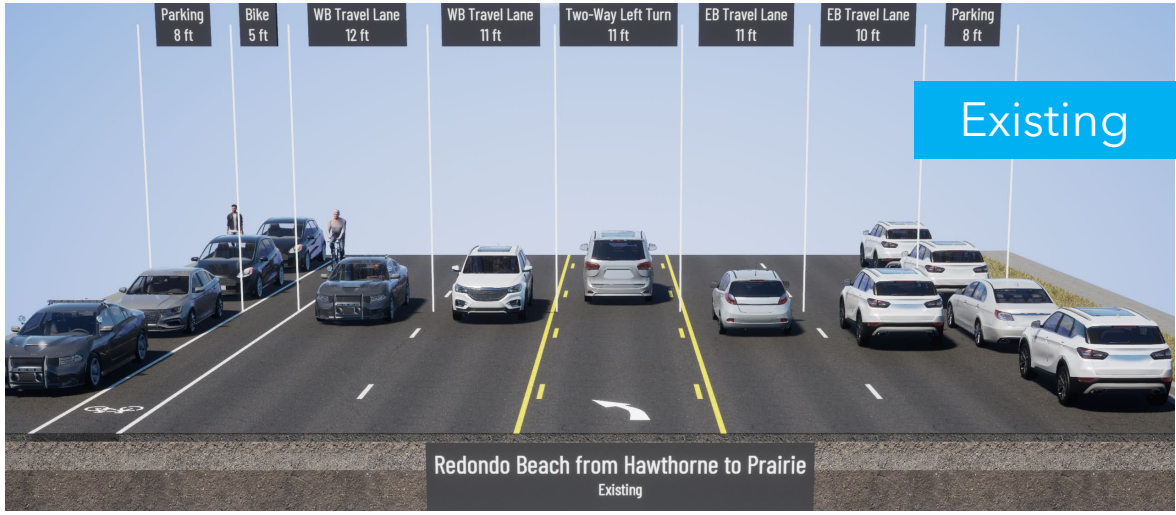
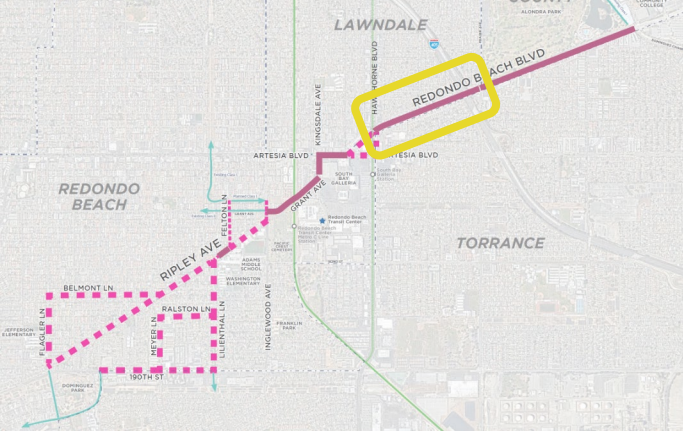


Redondo Beach Boulevard:
Artesia Blvd and Hawthorne Blvd

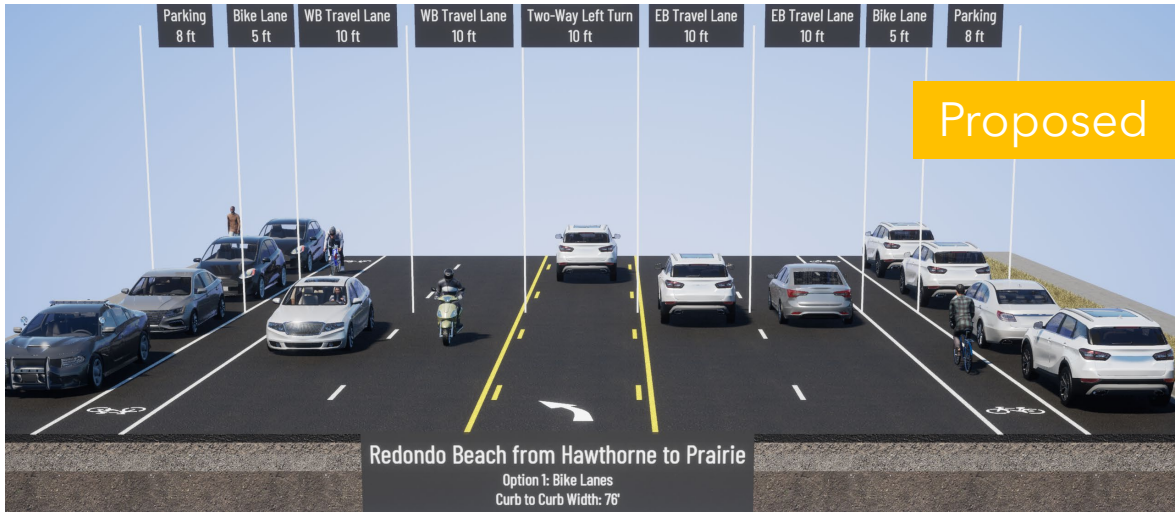
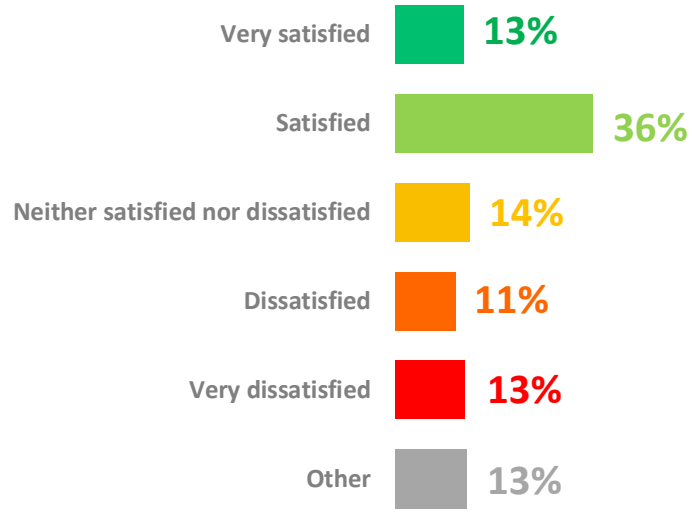
Looking east on Redondo Beach Blvd



Redondo Beach Blvd: Hawthorne to Prairie

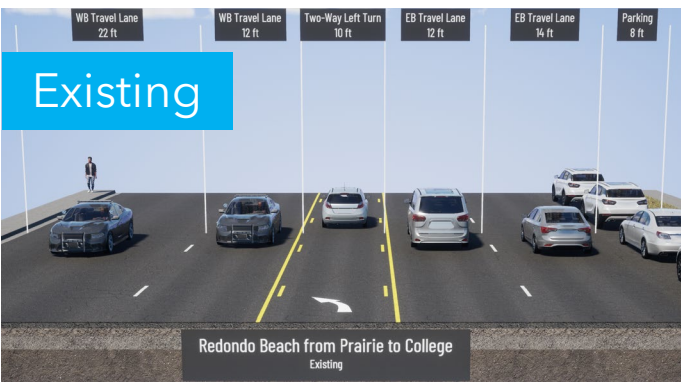
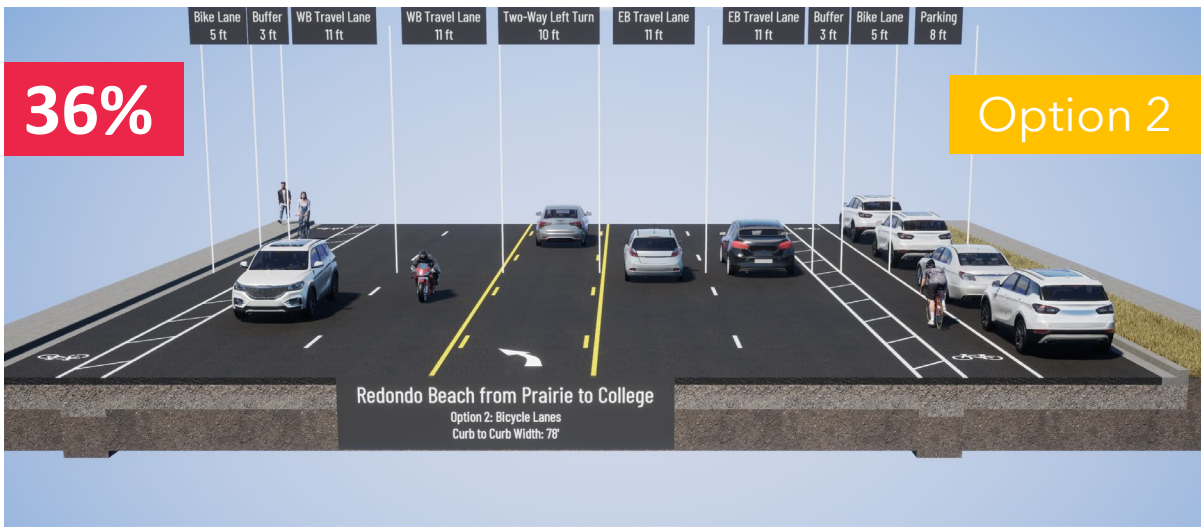
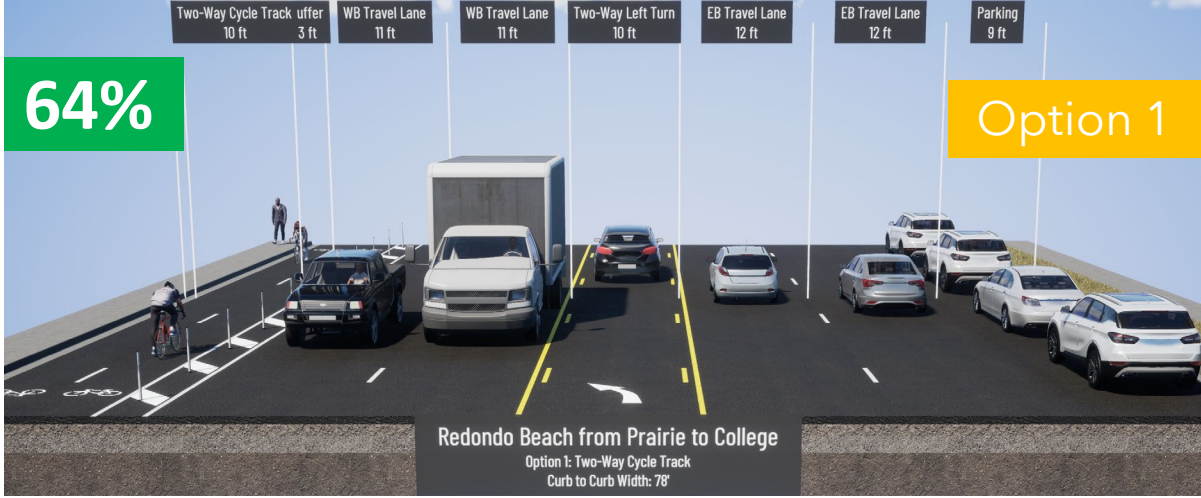
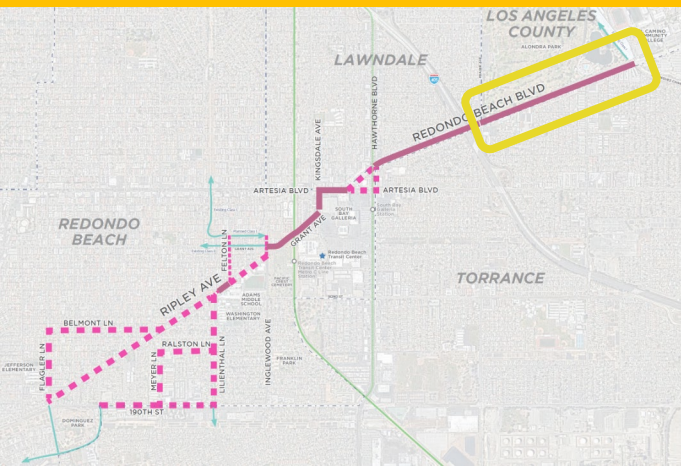


How satisfied are you?



Which option do you prefer?

Redondo Beach Blvd: Prairie to College



(Participants were able to select both options. Percentage may add up to over 100%)

Traffic Operations

Intersection LOS Results – Near-Term Year 2025 (Project Opening Year)

#	Intersection	Control	No Project		w/ Project	
			Delay (sec.) (AM / PM)	LOS (AM / PM)	Delay (sec.) (AM / PM)	LOS (AM / PM)
1	Inglewood Ave & Ripley Ave ¹	SSSC (Existing) / Signal (Project)	16.0 / 15.8	C / C	19.8 / 27.1	B / C
2	Inglewood Ave & Grant Ave ¹	Signal	37.9 / 59.9	D / E	47.7 / 57.9	D / E
3	Kingsdale Ave & Grant Ave	Signal	25.0 / 26.5	C / C	28.0 / 32.3	C / C
4	Redondo Beach Blvd / Grevillea Ave & Artesia Blvd ²	Signal	25.6 / 26.0	C / C	27.8 / 27.6	C / C
5	Hawthorne Blvd & Artesia Blvd	Signal	56.3 / 52.0	E / D	103.9 / 77.9	F / E
6	Hawthorne Blvd & Redondo Beach Blvd	Signal	58.6 / 49.0	E / D	76.1 / 76.2	E / E
7	Prairie Ave & Redondo Beach Blvd	Signal	73.6 / 81.0	E / F	86.4 / 92.7	F / F

Notes:

Bold indicates substandard LOS.

¹Signalized Clustered Intersection, analyzed with HCM 2000.

²Due to unique geometry, analyzed with HCM 2000.

Questions

Monique Chen, PE
Principal / Project Manager
CR Associates

Aryo Rad, PE
Corridor Manager
CR Associates





**METRO ACTIVE TRANSPORTATION
(MAT) PROGRAM**

Redondo Beach Boulevard
Active Transportation Corridor

FINAL
Alternatives Analysis

APRIL 2024

Prepared For



Metro
1 Gateway Plaza
Los Angeles, CA 90012

Prepared By



CR Associates
714 W Olympic Blvd, Suite 609
Los Angeles, CA 90015

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1.0 Study Background & Purpose

1.1 Overview

The Redondo Beach Blvd Active Transportation Corridor Project will improve walking and biking opportunities in the cities of Redondo Beach and Lawndale and the unincorporated Los Angeles County community of El Camino Village. The project will improve safety and access for multiple transportation modes to travel around the community. The project corridor crosses several major streets, including Inglewood Ave, Grant Ave, Kingsdale Ave, and Artesia Blvd, connecting people walking and biking to neighborhoods, parks, schools, shopping centers, and existing and future transportation centers, including the planned C Line (Green) station, along Ripley Ave and Redondo Beach Boulevard.

The originally proposed alignment traversed 3.3 miles of Ripley Avenue and Redondo Beach Boulevard, connecting to schools on Ripley Avenue, the South Bay Galleria, the future C Line Extension to Torrance, Alondra Park, and concentrations of residential and commercial uses.

The study area (one-half mile from the originally proposed grant application alignment) and existing and planned bicycle facilities are shown in **Figure 1** below. Class II bicycle lanes exist on Grant Avenue between Kingsdale Avenue and Inglewood Avenue, and a short stretch of Class III facilities are on Ripley Avenue between Lilienthal Lane and Felton Lane.

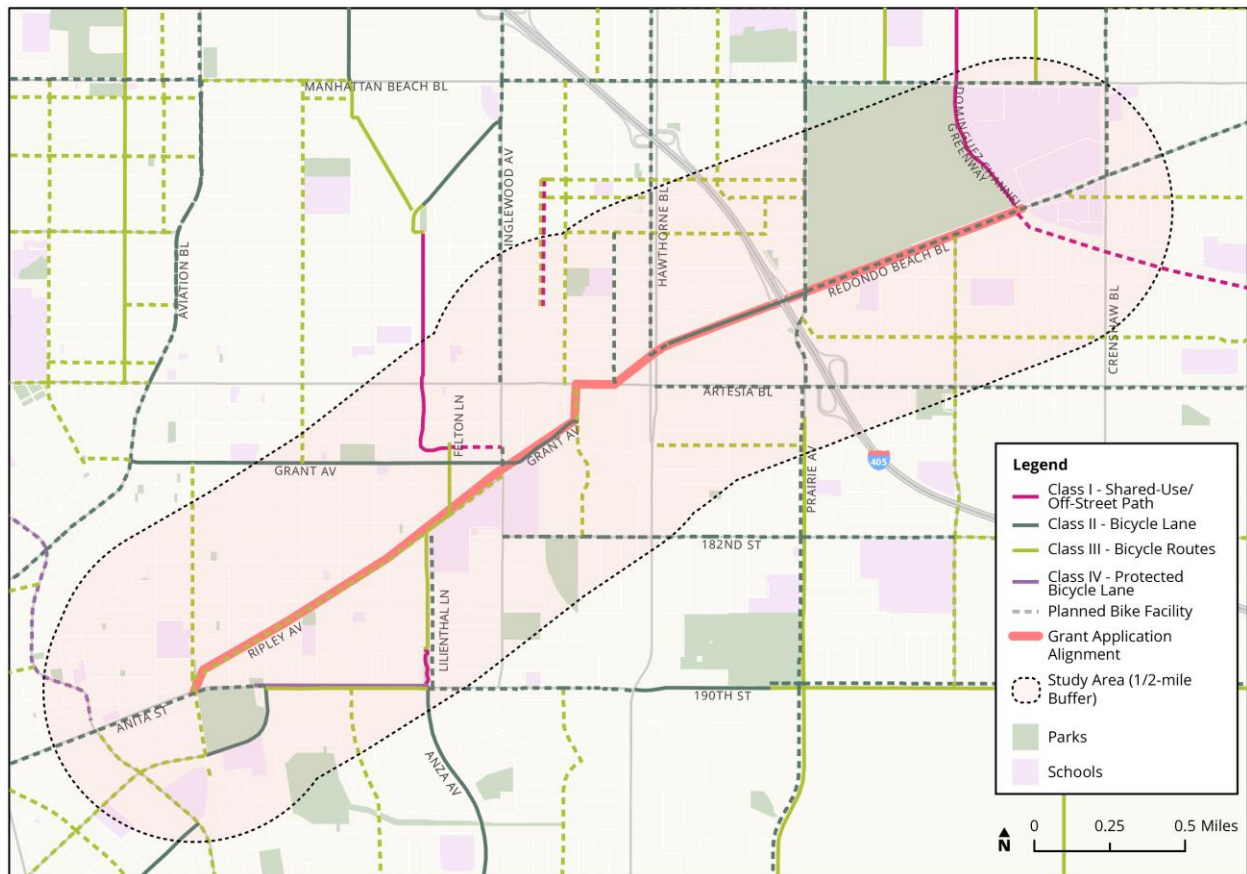


Figure 1 Study Area with Existing and Planned Bicycle Facilities

The Alternatives Analysis is one of the initial steps in the planning process. It serves to document the considered and preferred alternative alignments that will inform design development and engineering. Alignments were assessed based on community feedback, jurisdictional insight, right-of-way constraints, safety for all street users, connectivity, operations, and relative cost. This memo identifies recommended alignments to improve the travel environment and traffic safety for vulnerable groups, namely cyclists and pedestrians.

1.2 Planning Process

1.2.1 Multi-jurisdictional MAT Grant Application

The original multi-jurisdictional grant application for MAT Phase I funding was submitted by the City of Redondo Beach, the City of Lawndale, and the County of Los Angeles. The grant application identified Ripley Avenue and Redondo Beach Boulevard as the primary corridors. See **Figure 2** below.

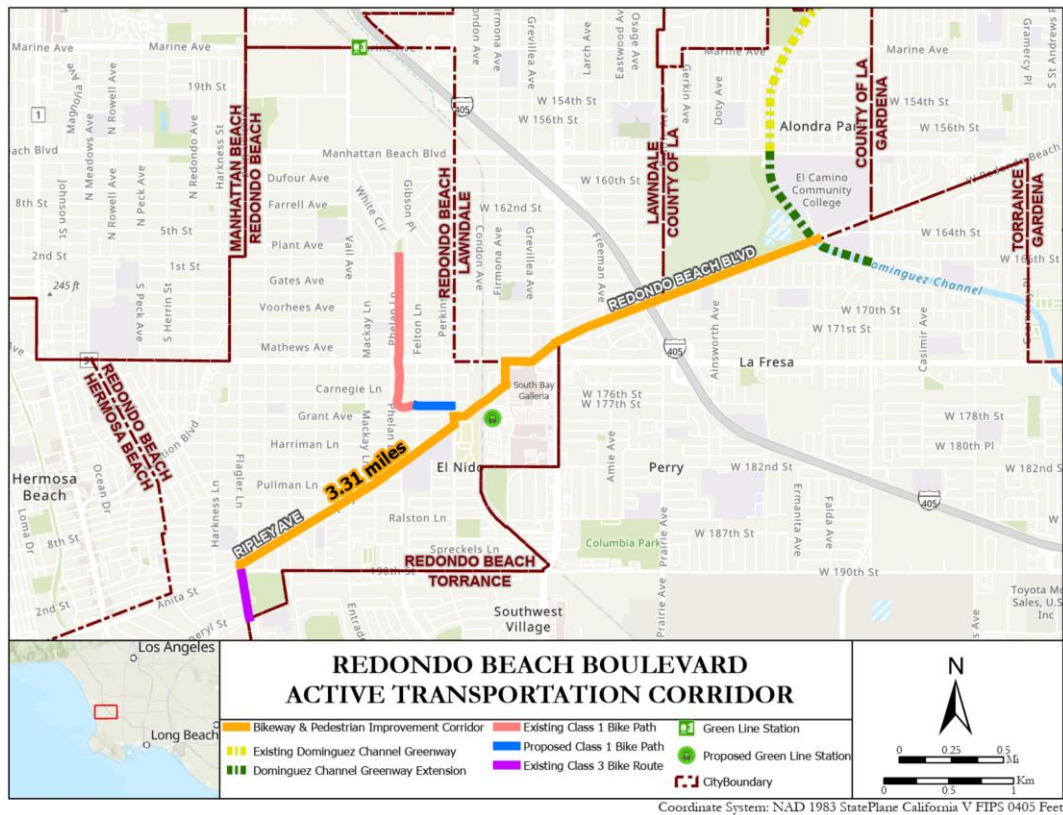


Figure 2 MAT Grant Application Alignment Map

1.2.2 Existing Conditions

The corridor is anchored by three nodes that have the highest propensity for attracting pedestrian and bicycle trip activity, including:

- Near Dominguez Park, at the southwestern end of the project area, there is a mix of housing, services, and schools.
- The central part of the project area surrounding the intersection of Artesia Boulevard and Hawthorne Boulevard, where South Bay Galleria, other commercial areas, and higher-density housing (over 40 residents/acre) are located.
- Near El Camino College, where 18,000 students are enrolled, in the northeastern end of the project area.

These high-propensity areas are revealed in the analysis of land use and destinations (**Figure 3**).

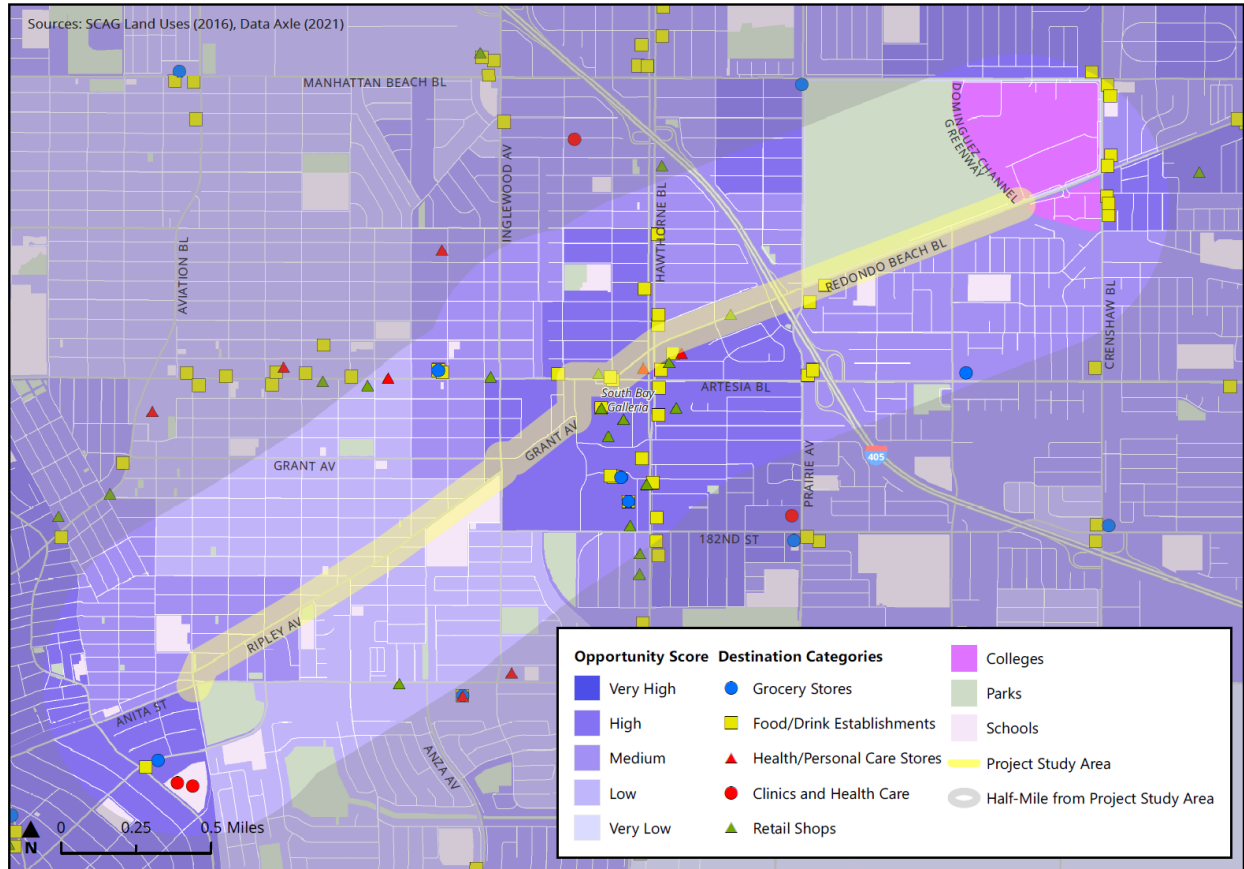


Figure 3 Land Uses and Destinations (Opportunity Score)

A safety assessment found that pedestrian and bicycle collisions, shown in **Figure 4**, are more concentrated in the areas surrounding the three nodes; therefore, focusing pedestrian and bicycle improvements in these areas, as well as the routes that connect them, can enhance safety, comfort, and convenience for existing and future residents, employees, and visitors of the corridor.

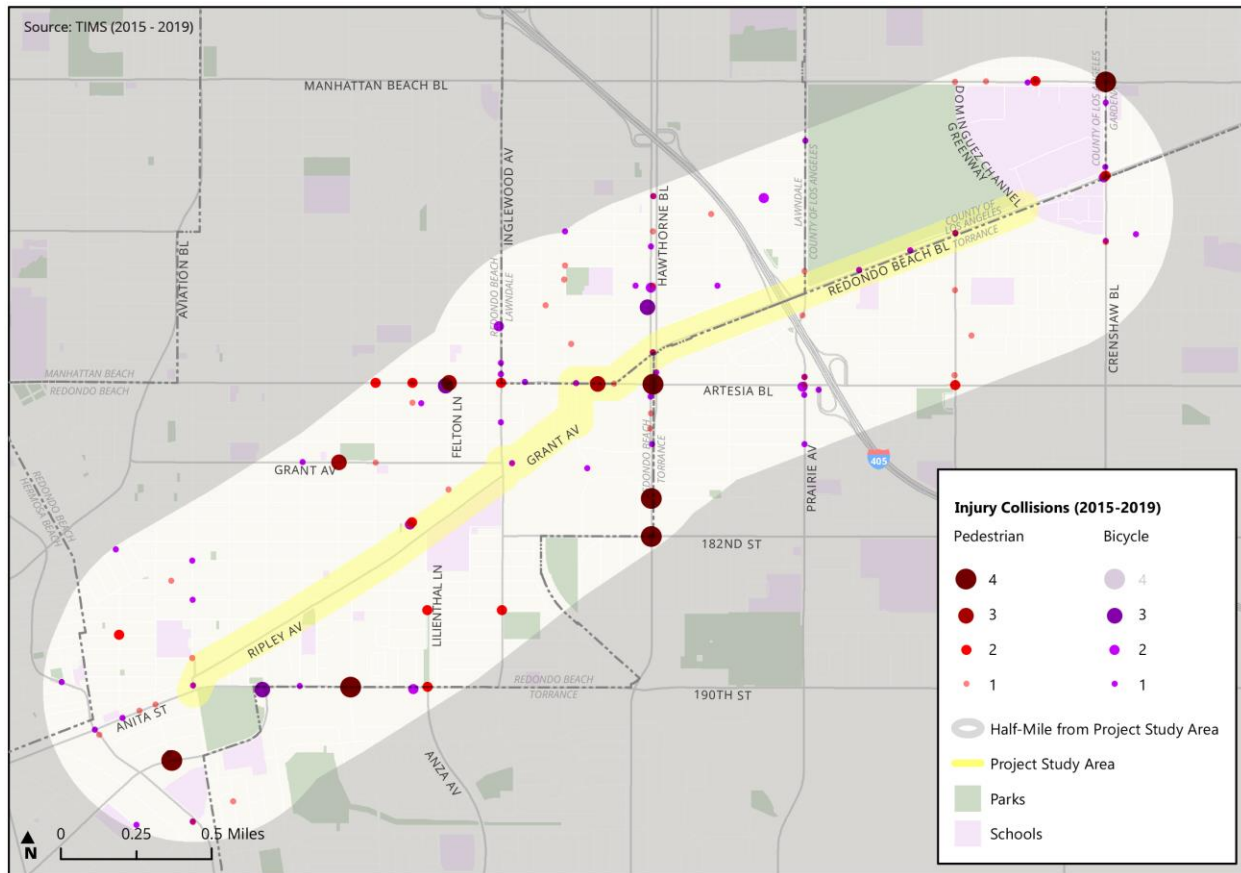


Figure 4 Pedestrian and Bicycle Collisions (2015-2019)

Complex intersections, such as Artesia Blvd at Redondo Beach Blvd and Hawthorne Blvd at Redondo Beach Blvd, are identified as areas of concern. Intersection approaches that include high-visibility crosswalks, leading pedestrian intervals and/or protected signal phases for bicyclists, restricted right turn on red for vehicular movements, and traffic signals with protected left turn phases are critical considerations for improving bicycling and pedestrian safety.

Pedestrian and Bicycle Access to Transit

From the central hub of the study area, at the South Bay Galleria, to the northeastern terminus of the study area, the corridor is well served by local bus services operated by Metro, Torrance Transit, Lawndale Beat, Beach Cities Transit, and Gardena GTrans. **Figure 5** shows the existing transit in and around the project study area.

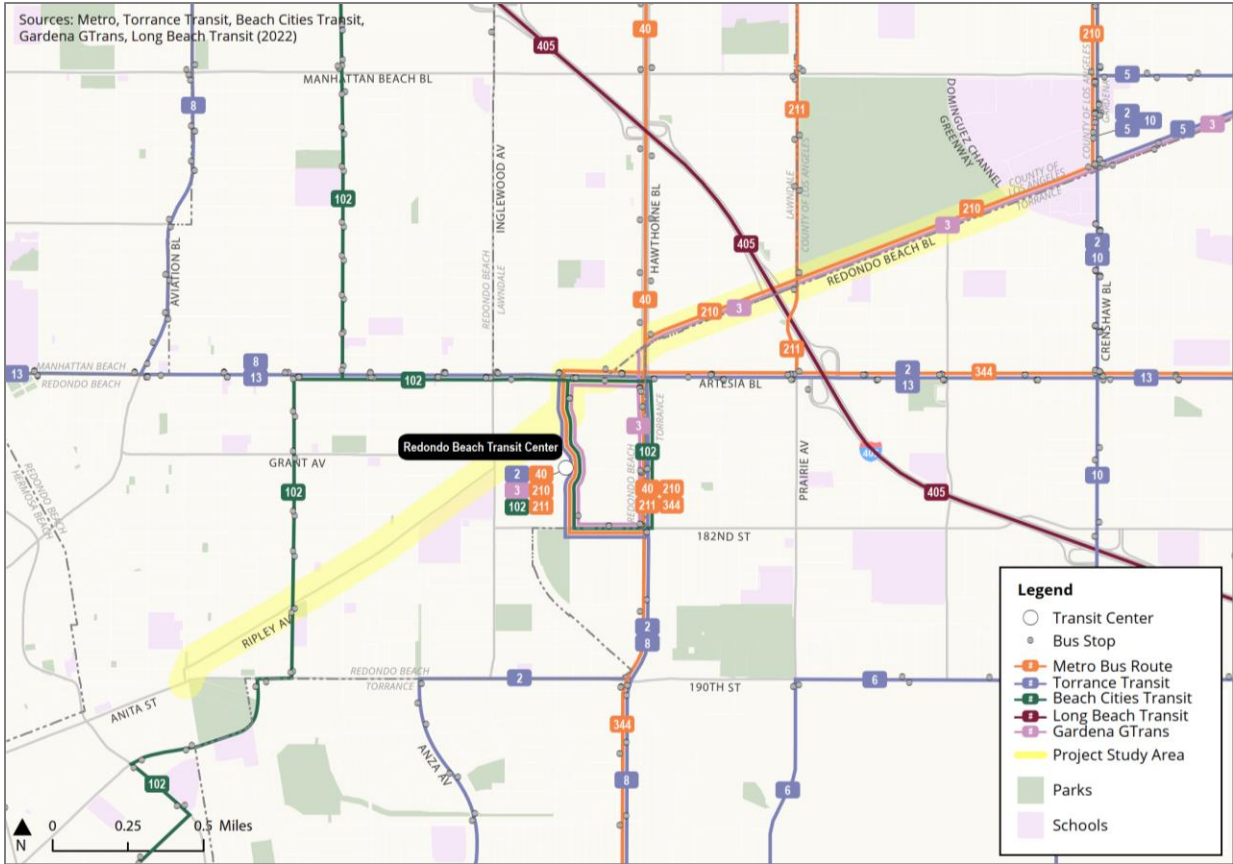


Figure 5 Existing Transit Services

Maintaining and enhancing the areas around existing bus stops can help improve access to the local destinations and connections to the regional transit network. Wider sidewalks can ensure sufficient space for bus shelters without inhibiting the ADA accessibility of the walkways.

The future C Line (Green) extension to Torrance is considering two alignment alternatives, both of which cross the project area either on the east or west side of the South Bay Galleria. The C Line will provide the project area with high-quality transit connectivity by enabling quicker journeys to local and regional destinations.

1.2.3 Community Engagement Overview

Phase 1

The first phase of community engagement collected comments from over 300 residents and identified equally high levels of walking, biking, and driving in the community. The community's most significant priorities within the study area are traffic and personal safety, addressing a lack of comfortable or separated bicycle facilities, improving connectivity to destinations and existing bike routes, and improving bicycle parking. The findings are summarized in the infographic below (**Figure 6**). The locations with the highest levels of challenges are Dominguez Park, the intersection of Inglewood Ave and Ripley Ave, and Redondo Beach Blvd between Hawthorne Blvd and Prairie Ave.

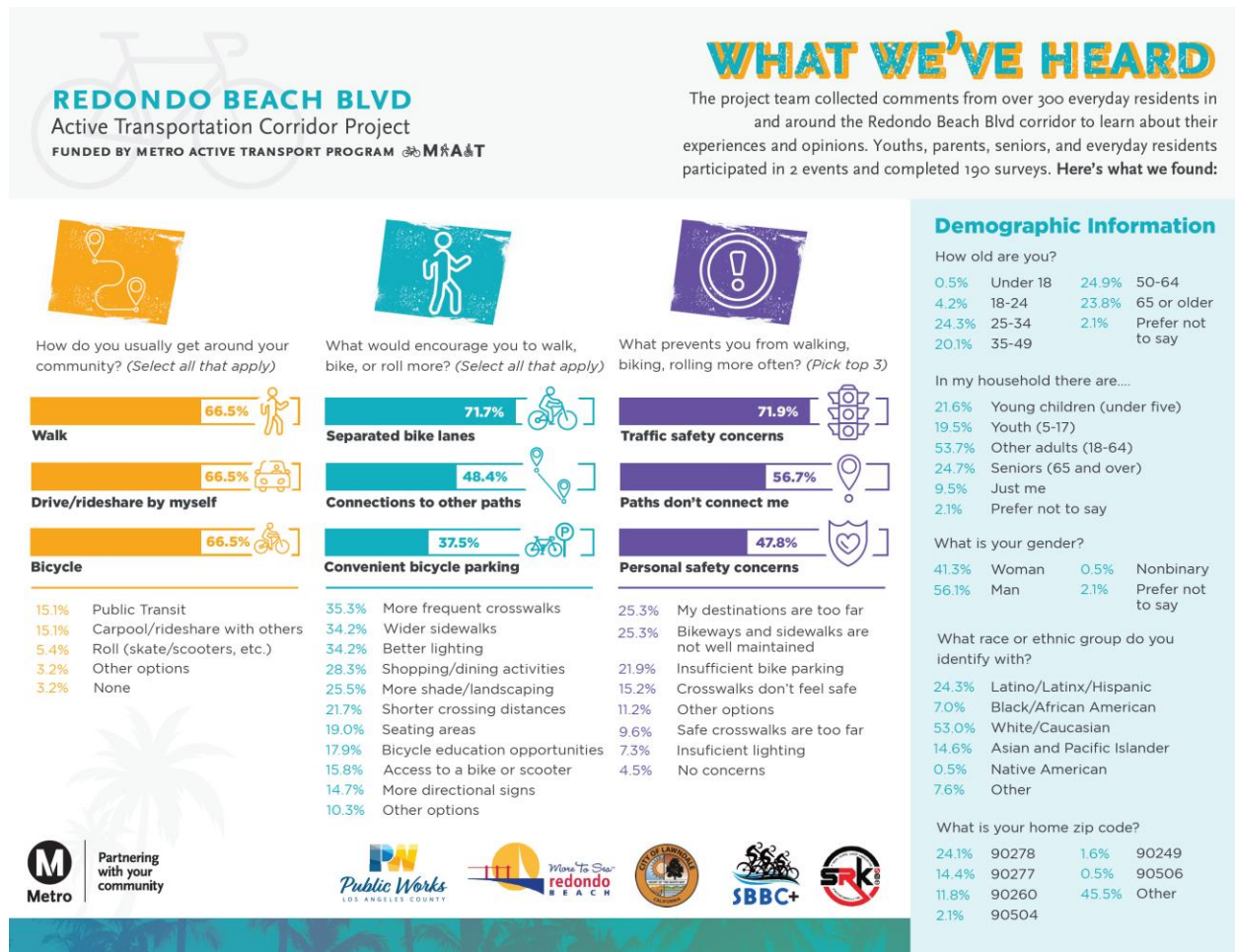


Figure 6 Phase 1 Community Outreach Summary

Community members also identified a number of alternative alignments that informed the routes assessed during the alternatives analysis. The community-identified routes, differentiated by the number of people who suggested the routes, are shown in **Figure 7**.

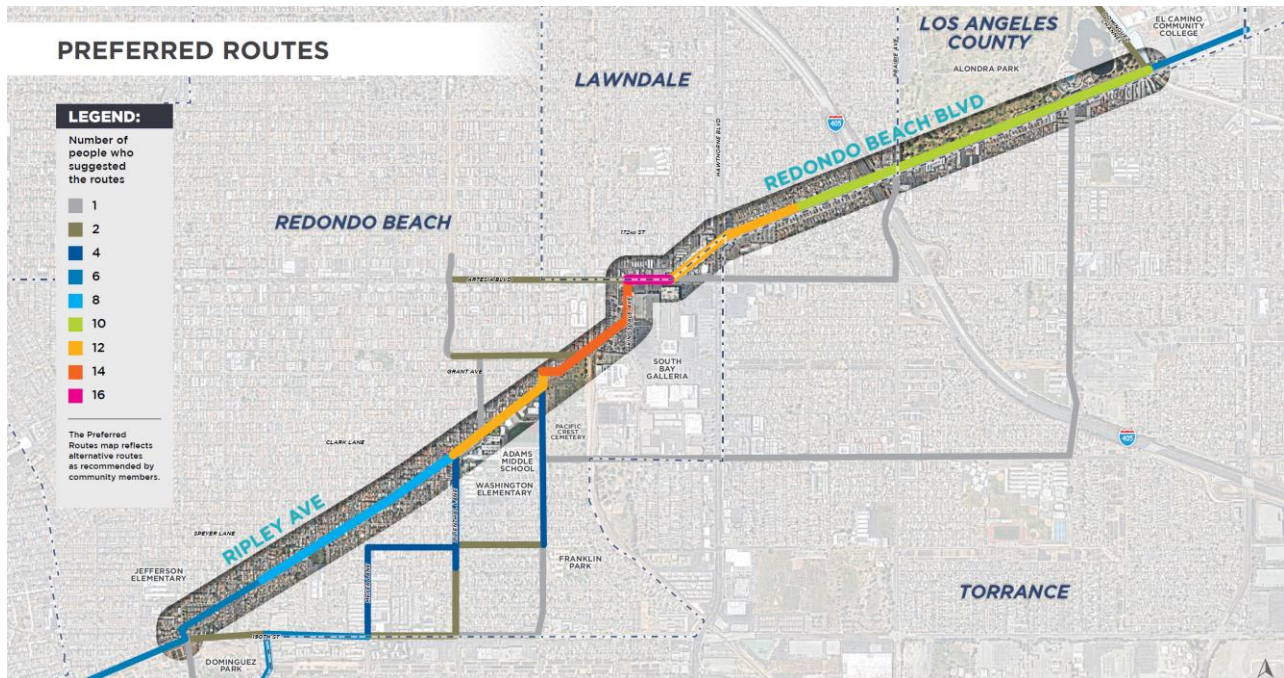


Figure 7 Community-Identified Preferred Routes

Phase 2

The second phase of community engagement collected comments from over 350 residents online and at in-person events that identified preferred alignments and bicycle facilities throughout the length of the corridor. Participants were provided with maps of alternative alignments, where considered, and sections illustrating proposed options for bicycle facilities.

The results from the survey informed the alignment and facility recommendations, such as the alignment on the westernmost segment between Dominguez Park and the Ripley Avenue/Lilienthal Lane intersection and the bicycle facilities on the easternmost segment. There was a general preference for protected facilities. Questions where there were more significant disparities in the level of safety – for instance, a protected, two-way cycle track versus unprotected Class II or Class III facilities – had the greatest difference in preferences. For the four survey questions that directly compared more protected against less protected facilities for specific segments, preferences ranged from 62% to 91% in favor of the more protected facilities.

In addition to the abovementioned engagement, the City of Redondo Beach and the Redondo Beach Unified School District contacted residents and school constituents around Lilienthal Lane and Ripley Avenue, where Washington Elementary School and Adams Middle School are located. The following general takeaways are based on survey responses and comments:

- Strong support for the project and wanting as much protection and safety as possible.
- Mixed opinions on signal/no signal at Inglewood/Ripley. Overall agreement is that careful design is needed at this location and that the left turns are already difficult.
- Concerns with path crossings at intersections and driveways. Who has the right-of-way, and will traffic be directed during busy times?

2.0 Alignment Assessments

Alternative alignments were studied within a half mile of the original grant application corridor based on the existing conditions along with community feedback, goals, and concerns. An overview of the studied alignments is exhibited in **Figure 8**, which shows locations where single alignment and multiple alternative alignments were assessed.

The terrain and grade changes along Ripley Avenue west of Inglewood Avenue were identified as challenges to developing comfortable facilities for bicyclists of all abilities. Therefore, this portion of the study area had a higher number of alternative routes than any of the other segments of the study area east of Inglewood Ave.

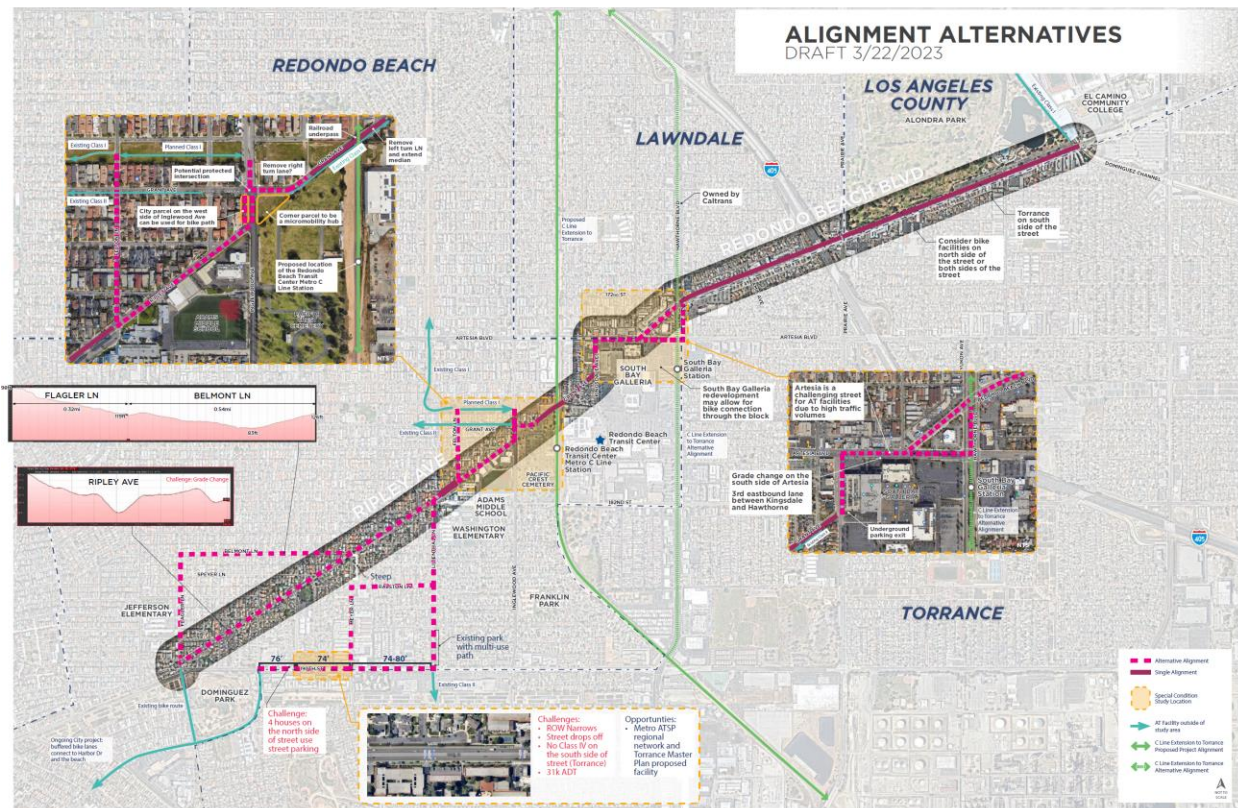


Figure 8 Alignment Assessments Overview

The alignment assessments are presented by segment from west to east (left to right) in the following sub-sections.

2.1 Dominguez Park to Ripley Avenue/Lilienthal Lane Intersection

The westernmost segment of the corridor connects Dominguez Park to the intersection of Ripley Avenue and Lilienthal Avenue, where Washington Avenue Elementary School and Adams Middle School are located. To create this connection, four alternative routes were assessed; these are labeled A through D from northwest to southeast, as illustrated in **Figure 9**. Alternative B is the alignment initially proposed in the MAT application grant.

These alternative alignments were presented to the community for feedback. The community's response largely favored Alternatives B and D, as shown in **Figure 10**.

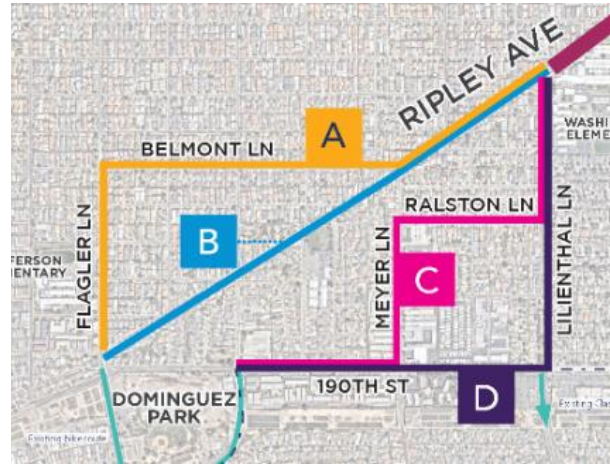


Figure 9 Alignment Options A through D for the route from Dominguez Park to the Ripley Avenue/Lilienthal Lane intersection as presented in the community survey

2.1.1 Alternative A: Flagler Lane and Belmont Ave

Alternative A, in yellow in Figure 9, traverses Flagler Lane from Ripley Avenue to Belmont Lane, Belmont Lane from Flagler Lane to Ripley Avenue, and Ripley Avenue from Belmont Lane to Lilienthal Lane. This route avoids the steep grades in the original route shown in the grant application, Alternative B. However, this alignment still faces challenging grades on the southern portion of Flagler, as shown in **Figure 11**. Additionally, the community did not prefer this route. For these reasons, this alternative was not selected.

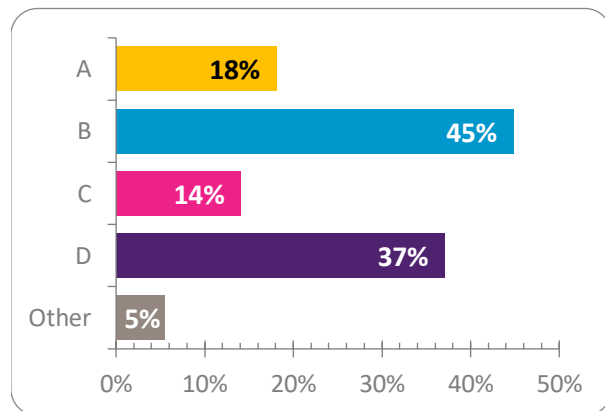


Figure 10 Community Survey Alignment Alternative Preferences

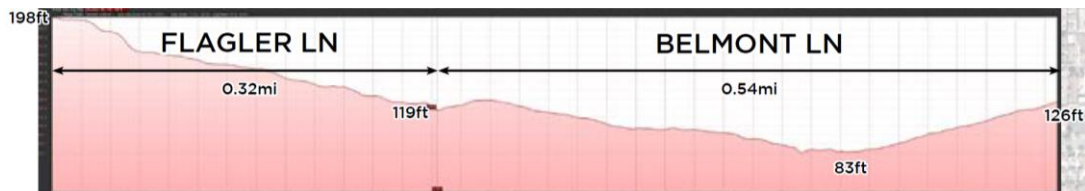


Figure 11 Elevations on Flagler Lane and Belmont Lane

2.1.2 Alternative B: Ripley Avenue

Alternative B, shown in blue in Figure 9, is the initial alignment pursued in the multi-jurisdictional grant application. This route is the most direct path between the two ends of this segment and was the top option preferred by the community (Figure 10). However, this alignment is challenged by extremely steep grades, especially around Rindge Lane with maximum slopes up to 23.8%, as shown in **Figure 12**. These steep grades would prevent all but the most proficient bicyclists and those with e-bikes from being able to use any facilities constructed comfortably.

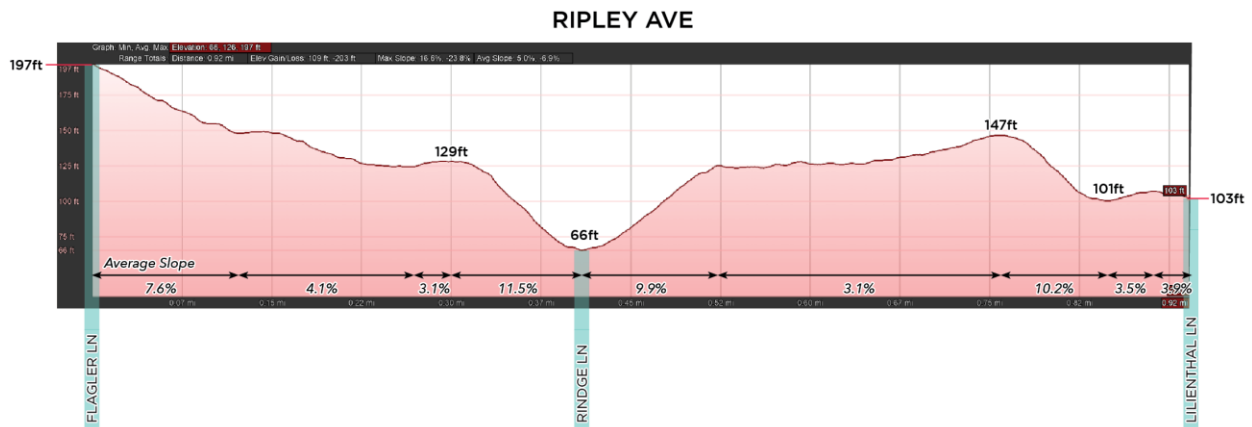


Figure 12 Elevations on Ripley Avenue from Dominguez Park to Lilienthal Lane

2.1.3 Alternative C: 190th, Meyer Lane, Ralston Lane, and Lilienthal Lane

Alternative C, shown in pink in Figure 9, traverses 190th Street, Meyer Lane, Ralston Lane, and Lilienthal Lane. This route avoids the steep grades of Alternatives A and B while connecting to several schools. However, while the community initially identified this route in Phase 1 of outreach, it was the least favored option for this segment when presented to the community in Phase 2.

There are additional challenges that face both Alternatives C and D. The first is that 190th Street has right-of-way limitations where portions are more narrow than others, which makes the design and implementation of safe bicycle facilities while maintaining space for moving or parked vehicles challenging. The limitations of the right-of-way are illustrated in **Figure 13**. In order to overcome this challenge, the consultant team and the City of Redondo Beach, in consultation with targeted members of the community, developed a safe route that minimizes impacts to drivers, residents, and businesses.



Figure 13 Challenges on 190th Street

The second challenge is on Lilienthal Avenue, where coordination and approval by Washington Elementary will be required to implement protected bicycle lanes rather than Class III sharrows.

2.1.4 Alternative D: 190th St and Lilienthal Lane

Alternative D, shown in purple in Figure 9, is the southeasternmost alignment considered. The route goes east-west on 190th Street from the existing Class II facilities, which flank the east side of Dominguez Park, to the existing multi-use path within Lilienthal Park. The north-south route travels through the existing multi-use path in Lilienthal Park between 190th and Fisk Lane and on Lilienthal Lane between Fisk Lane and Ripley Avenue.

This route requires the same coordination efforts with the community and schools noted in Alternative C on 190th Street and Lilienthal Lane. The City of Redondo Beach has conducted extensive outreach with residents, the school districts, and students' parents to ensure that this portion of the project can be implemented successfully.

This was among the top two options widely preferred by the community, see Figure 10. Compared to the other top preference, Alternative B, the grading is navigable by bicyclists of all abilities and so is preferential. It has the further benefit of interfacing with Washington Elementary School.

Preferred Alignment for the Segment Between Dominguez Park and Ripley Avenue/Lilienthal Lane

The preferred alignment, Alternative D, follows 190th Street from Dominguez Park to Lilienthal Park and continues along Lilienthal Lane from Lilienthal Park/Fisk Lane to Ripley Avenue. The proposed cross-sections for this preferred alignment are presented later in *Section 3.0, Proposed Project*.

2.2 Ripley Avenue from Ripley Avenue/Lilienthal Lane Intersection to Grant Avenue/Inglewood Avenue Intersection

The next section of the corridor connects the intersection of Ripley Avenue and Lilienthal Avenue, where Washington Avenue Elementary School and Adams Middle School are located, to the intersection of Grant Avenue and Inglewood Avenue, shown in **Figure 14**.

The assessment for this section of the corridor primarily examined the options for Ripley Avenue as it provides the most direct route and was the alignment presented in the MAT Grant Application. This portion of Ripley Avenue does not face the grading challenges found in the westernmost section of the street. This friendly grading will allow a diverse range of cyclists with varying comfort levels and abilities to use the new bicycle facilities. Additionally, this route interfaces directly with Adams Middle School and can allow for movement between bicycle facilities on Lilienthal Lane and Ripley Avenue without crossing vehicle traffic.



Figure 14 Ripley Avenue/Lilienthal Lane Intersection to Grant Avenue/Inglewood Avenue Intersection

Challenges facing this alignment are a constrained right-of-way on Ripley Avenue and crossing the intersection at Inglewood Avenue and Ripley Avenue, connecting to Grant Avenue. To address the constrained right-of-way, the team considered several design options and trade-offs, including Class II bicycle lanes that maintained parking and a protected two-way cycle track that removed parking. These options were presented to the community to help determine preference. The two-way cycle track was favored by a wide margin (69% of 359 respondents preferred the two-way cycle track). This tracks with the community's consistent preference for protected bicycling facilities.

Ripley Avenue terminates at the currently unsignalized intersection of Inglewood Avenue and Ripley Avenue, which carries high volumes of vehicular traffic. In order to improve safety conditions for cyclists and pedestrians crossing from the south side of Ripley Avenue towards Grant Avenue, it is recommended that left-turns in the northbound and eastbound directions be prohibited at all times and bollards installed along Inglewood Avenue at the intersection. Redondo Beach staff and residents noted that these left-turns are already challenging to perform due to sight distance issues. These left-turns are already prohibited during weekday peak periods, and alternative routes with easier turns are available. Left-turn volumes at this intersection were found to be relatively low. Additionally, a raised crossing (speed table) will be constructed on the west leg of Inglewood Avenue at Ripley Avenue intersection. An example of a speed raised crosswalk is shown on the image to the right in **Figure 15**. This would slow down turns and increase the profile of the crossing.



Source: CRA

Figure 15 Raised Crosswalk in Solana Beach, CA

The City of Redondo Beach owns the vacant parcels on the western side of Inglewood Avenue between Ripley Avenue and Grant Avenue. The availability of this space will permit the development of off-street bicycle facilities on the western side of Inglewood Avenue, thus enhancing the connection with additional bike and pedestrian supporting amenities along Ripley Avenue between the intersection at Inglewood Avenue and Grant Avenue.

The proposed cross-sections are presented later in *Section 3.0, Proposed Project*.

In addition to Ripley Avenue, a Felton Lane connection to existing bicycle facilities on Grant Avenue was examined. Based on agency partner feedback, this alternative was not selected for deeper assessment. In the future, design features should be considered to slow down traffic, improve safety and comfort, and provide additional network connections.

Considerations for this segment of the corridor between Felton Lane and Grant Avenue are shown in **Figure 16**.



Figure 16 Considerations between the Ripley Avenue/Felton Lane Intersection and Grant Avenue/Inglewood Avenue Intersection

2.3 Grant Avenue, from Inglewood Avenue to Kingsdale Avenue

The section of the corridor on Grant Avenue from Inglewood Avenue to Kingsdale Avenue connects the Ripley Avenue corridor to the South Bay Galleria. This portion of the corridor is shown in orange in **Figure 17**.

This section has existing Class II bicycle facilities; however, this project recommends improving protection and safety for cyclists along the corridor with Class IV facilities, as well as improved intersections at Inglewood Avenue/Grant Avenue and at Grant Avenue/Kingsdale Avenue. The design is intended to incorporate the City of Redondo Beach's plans to improve bicycle facilities on Inglewood Avenue, connecting to the existing and proposed Class I facilities along the utilities easement. Grant Avenue east of Inglewood Avenue is also on the South Bay Cities Council of Governments' (SBCCOG) Local Travel Network (LTN), a network of lower speed streets available for slower speed vehicles such as neighborhood electric vehicles and bicycles. The design for upgraded Class IV facilities on this portion of the corridor would be compliant with the LTN.

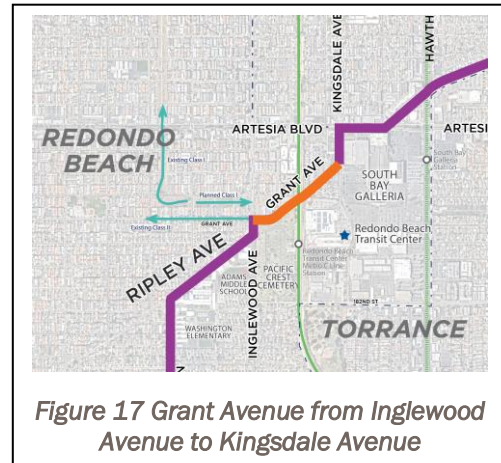


Figure 17 Grant Avenue from Inglewood Avenue to Kingsdale Avenue

The proposed Class IV facilities were supported by the community – 68% of 358 respondents stated that they were either “satisfied” or “very satisfied” with the proposal. The proposed cross-section is presented later in *Section 3.0, Proposed Project*.

2.4 South Bay Galleria Connection: Grant Avenue/Kingsdale Avenue Intersection to Artesia Boulevard/Redondo Beach Boulevard Intersection

The South Bay Galleria connection extends from the Grant Avenue/Kingsdale Avenue Intersection to the Artesia Boulevard and traverses the South Bay Galleria property. The project team met with the developers of the South Bay Galleria redevelopment project, also known as the South Bay Social District. The developers are planning to create an off-street connection from the Grant Avenue/Kingsdale Avenue intersection to Hawthorne Avenue through the property. The specifics of this plan are still being developed, along with Metro's plans for the C Line Extension. An approximated alignment is shown as a dashed orange line in **Figure 18**.

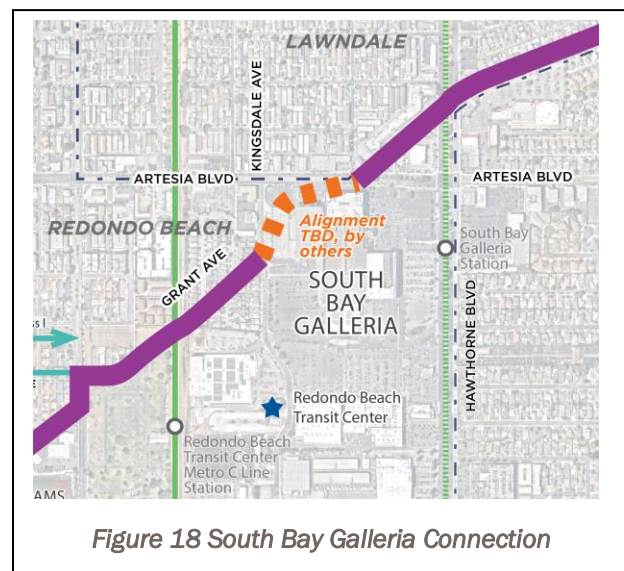


Figure 18 South Bay Galleria Connection

The project team assessed options to develop accompanying on-street facilities on Artesia Boulevard. However, the high traffic volumes on Artesia Boulevard and limited right-of-way widths impeded the development of safe bicycle facilities. Since this section will be served by safe, off-street bicycle connections in the future, it was determined that this was the preferred alternative. The design will need to account for vehicles exiting and entering the South Bay Galleria, South Bay Galleria redevelopment plans and coordination, high traffic volumes on Artesia Boulevard, and bus traffic on Kingsdale.

2.5 Artesia Boulevard/Redondo Beach Boulevard Intersection to Redondo Beach Boulevard/Hawthorne Boulevard Intersection

A key link in the overall route is how to connect Artesia Boulevard and the South Bay Galleria to the Redondo Beach Boulevard corridor east of Hawthorne Boulevard. From Artesia Boulevard at Redondo Beach Boulevard and the intersection of Hawthorne Boulevard and Redondo Beach Boulevard, there are two alternatives: (1) Redondo Beach Boulevard and (2) an east-west route on Artesia Boulevard connecting to a north-south route on Hawthorne Boulevard. These two alternatives are shown in orange (Alternative 1) and blue (Alternative 2) in **Figure 19**.

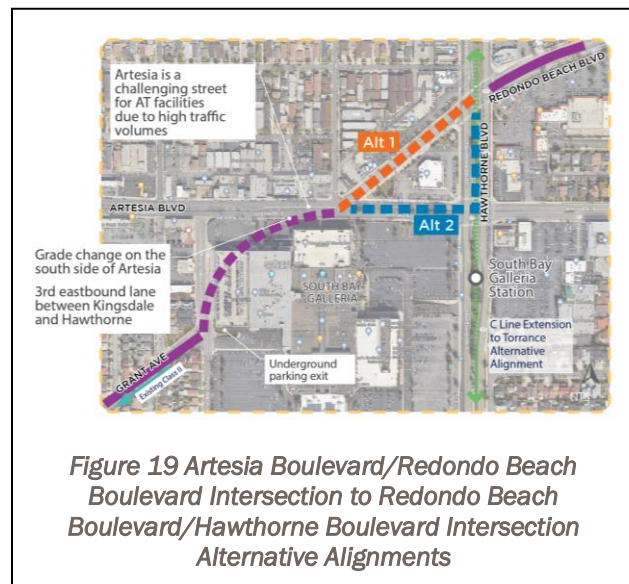


Figure 19 Artesia Boulevard/Redondo Beach Boulevard Intersection to Redondo Beach Boulevard/Hawthorne Boulevard Intersection Alternative Alignments

2.5.1 Alternative 1: Redondo Beach Boulevard

Alternative 1, which is consistent with the original grant alignment, was identified as the preferred route by the community in Phase 1 of outreach. This alternative allows for the development of a protected path as there is available right-of-way. A challenge with this alternative is that the intersection of Artesia Boulevard, Grevillea Avenue, and Redondo Beach Boulevard is operationally and geometrically challenging due to the complexity of the intersection and the angles at which the streets meet.

2.5.2 Alternative 2: Artesia Boulevard and Hawthorne Boulevard

Alternative 2 avoids crossing Artesia Boulevard at Redondo Beach Boulevard and is closer to the alternative station location for the C Line Extension to Torrance than Alternative 1. However, this alternative faces numerous challenges as both Hawthorne Boulevard and Artesia Boulevard have high traffic volumes. Furthermore, Hawthorne Boulevard is owned by Caltrans, and is a considered route for the C Line Extension to Torrance, so it will likely be constrained with competing priorities. Further complications are the operational challenges faced at the intersection of Artesia Boulevard and Hawthorne Boulevard.

2.5.3 Preferred Alignment

Due to the numerous challenges facing Alternative 2 and the opportunity to create a safe and protected bicycle facility on Redondo Beach Boulevard, the preferred alignment is Alternative 1: Redondo Beach Boulevard from Artesia Boulevard to Hawthorne Boulevard.

The proposed cross-section for this preferred alignment is presented in later in *Section 3.0, Proposed Project*.

2.6 Redondo Beach Boulevard, from Hawthorne Boulevard to Prairie Avenue

For this segment of the active transportation corridor, Redondo Beach Boulevard from Hawthorne Boulevard to Prairie Avenue, a single route was considered, shown in orange in **Figure 20**. This section of Redondo Beach Boulevard is predominantly within the City of Lawndale, with the southern sidewalk within the City of Torrance.

The City of Lawndale recently restriped the street to include Class II facilities and raised medians on the north side (westbound). Due to the volume of vehicles on Redondo Beach Boulevard, the need to maintain as much on-street parking as possible for residents and businesses, and construction budget constraints, the study recommends maintaining the overall vision of Lawndale’s recent street design as lane removal was not feasible to allow for protected bicycle facilities in most locations. An additional challenge of this corridor is the ramps on I-405, which can be intimidating for cyclists and pedestrians, and confusing for drivers entering or exiting the freeway.

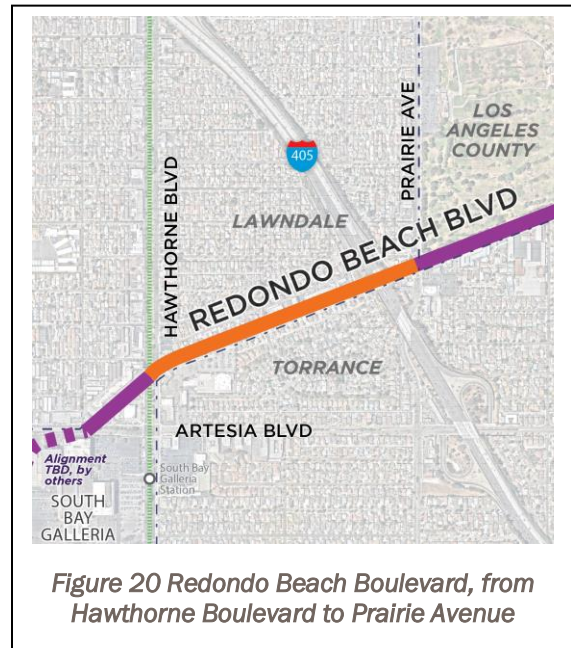


Figure 20 Redondo Beach Boulevard, from Hawthorne Boulevard to Prairie Avenue

Additional alignments that extended bicycle facilities on Artesia Boulevard and connected to Redondo Beach Boulevard via more easterly north-south routes were examined but were ultimately not moved forward due to political challenges.

The proposed project recommends refinements to the existing street configuration, including the installation of buffered facilities adjacent to the I-405 Freeway ramps and striping improvements at strategic intersections. The proposed cross-section is presented later in *Section 3.0, Proposed Project*.

2.7 Redondo Beach Boulevard, from Prairie Avenue to Dominguez Channel

The easternmost segment of the active transportation corridor, adjacent to Alondra Park, is shown in orange in **Figure 21**. This alignment is on Redondo Beach Boulevard from Prairie Avenue, connecting to El Camino Community College and existing Class I facilities along Dominguez Channel.

This segment requires multi-jurisdictional coordination as the northwestern corner of the Redondo Beach Boulevard/Prairie Avenue intersection is within the City of Lawndale, the southern portion of the street, which includes parking and the sidewalk, is within the City of Torrance, and the

remainder (northern portion of the street east of Prairie Avenue, including most of the travel lanes) is within the County of Los Angeles. Extensive and ongoing coordination with project partners has been conducted over the lifetime of the project to help resolve this complication.

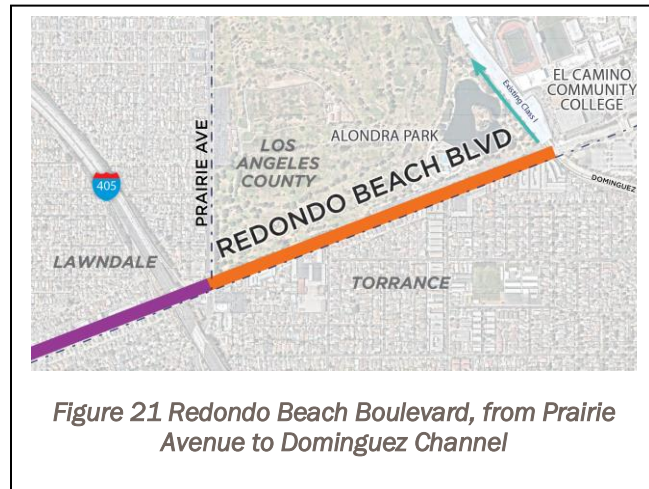


Figure 21 Redondo Beach Boulevard, from Prairie Avenue to Dominguez Channel

This segment provides opportunities to create protected bicycle facilities that connect to existing Class I facilities (Dominguez Channel Bikeway), serve regional users of Alondra Park, and students and staff at El Camino Community College. Because of the configuration of the Alondra Park parking lot and access points, there are few driveways on the north side of the street; This allows for the development of uninterrupted bicycle facilities on the north side of the street, which can include a protected two-way cycle track. However, a challenge with installing the two-way cycle track is the transition from the Class II bike lanes to the west. The intersection of Redondo Beach Boulevard and Prairie Avenue carries high traffic volumes, and the westbound, channelized, right-turn lane is needed to maintain traffic operations. Therefore, the study examined alternative locations to cross; this examination determined that Ainsworth Avenue was an appropriate low-stress, signalized intersection where crossing between one-way Class II on the south side of the street and two-way Class IV on the north side of the street would be comfortable for bicyclists.

The assessment recommends that the project include two-way protected cycle tracks on the north side of Redondo Beach Boulevard, adjacent to Alondra Park, east of Ainsworth Avenue; Bicyclists will be able to avoid the numerous driveway intersections on the south side of the street and connect to the existing Class I facilities along Dominguez Channel and El Camino Community College. This was supported by the majority of public respondents (64% of 348 people) who preferred the configuration with two-way cycle tracks in comparison to buffered one-way Class II facilities (36%). To provide multiple bicycle facility options, depending on destination, and accommodate a request from the City of Torrance, it is recommended that Class II facilities be continued on the south side of the street between Ainsworth Avenue and the planned Dominguez Channel extension to the south.

The recommended configuration incorporates one-way Class II bicycle facilities from Prairie Avenue to Ainsworth Avenue and two-way, protected cycle tracks along with a one-way eastbound Class II bicycle facility from Ainsworth Avenue to Dominguez Channel. The recommended transition between

the one-way and two-way bicycle facilities is at Ainsworth Avenue, as this is a low-stress, signalized intersection with existing pedestrian crosswalks, so operations will not be impacted.

It is anticipated that cyclists connecting to the existing Dominguez Channel Bikeway will transition to the north side of the street at Ainsworth Avenue. It is further anticipated that the one-way eastbound Class II bicycle facility on the south side of the street will interface with the southern segment of the Dominguez Channel Bikeway, planned by others.

The proposed cross-sections are presented later in *Section 3.0, Proposed Project*.

3.0 Proposed Project

3.1 Recommended Alignment

Based on the outreach and assessment conducted, the alignment shown in **Figure 22** is recommended. This alignment will connect numerous residents, employees, and visitors to local schools and colleges, the South Bay Galleria, a keystone commercial and redevelopment site, Alondra Park, a regional recreational destination, and the Dominguez Channel Bikeway – an existing and planned active transportation corridor. It will also connect to existing bicycle facilities on the western and eastern ends of the corridor, providing access beyond the project limits.



Figure 22 Recommended Alignment for the Redondo Beach Boulevard Active Transportation Corridor

The recommended alignment for each segment is listed in **Table 1** below, listed from west to east (left to right), as shown in Figure 22 on the previous page.

Table 1 Recommended Alignment(s) by Segment

Section Assessed	Recommended Alignment
Dominguez Park to Ripley Avenue/Lilienthal Lane Intersection	<ul style="list-style-type: none"> ▪ 190th Street, from Dominguez Park to Lilienthal Lane/Lilienthal Park ▪ Lilienthal Lane, from Lilienthal Park/Fisk Lane to Ripley Avenue
Ripley Avenue/Lilienthal Lane Intersection to Grant Avenue/Inglewood Avenue Intersection	<ul style="list-style-type: none"> ▪ South side of Ripley Avenue, from Lilienthal Lane to Inglewood Avenue ▪ West side of Inglewood Avenue, from Ripley Avenue to Grant Avenue
Grant Avenue/Inglewood Avenue Intersection to Grant Avenue/Kingsdale Avenue Intersection	<ul style="list-style-type: none"> ▪ Grant Avenue, from Inglewood Avenue to Kingsdale Avenue
South Bay Galleria Connection: Grant Avenue/Kingsdale Avenue Intersection to Artesia Boulevard/Redondo Beach Boulevard Intersection	<ul style="list-style-type: none"> ▪ Alignment to be determined by the South Bay Galleria development team
Artesia Boulevard/Redondo Beach Boulevard Intersection to Redondo Beach Boulevard/Hawthorne Boulevard Intersection	<ul style="list-style-type: none"> ▪ South side of Redondo Beach Boulevard, from Artesia Boulevard to Hawthorne Boulevard
Redondo Beach Boulevard/Hawthorne Boulevard Intersection to Redondo Beach Boulevard Prairie Avenue Intersection	<ul style="list-style-type: none"> ▪ Redondo Beach Boulevard, from Hawthorne Boulevard to Prairie Avenue
Redondo Beach Boulevard Prairie Avenue Intersection to Dominguez Channel	<ul style="list-style-type: none"> ▪ Redondo Beach Boulevard, from Prairie Avenue to Dominguez Channel, transition from Class II bike lanes to Class IV two-way cycle track (north side of the street) at Ainsworth Avenue

3.2 Recommended Facilities

The following facilities are recommended based on the alternative alignments assessment and feedback from agency partners and community members. An overview of the facilities for the recommended alignments are shown in **Figure 23** below.



Figure 23 Recommended Facility Types for the Redondo Beach Boulevard Active Transportation Corridor

The details of the alignments, including proposed cross-sections, are presented from west to east (left to right) in sections 3.2.1 through 3.2.7.

3.2.1 Recommended Facilities for Dominguez Park to Ripley Avenue/Lilienthal Lane Intersection

The recommended alignment for this section is 190th Street from Dominguez Park to Lilienthal Lane and Lilienthal Lane from Lilienthal Park to Ripley Avenue. The recommended facilities for 190th Street and Lilienthal Lane are shown in the sections below.

For 190th Street, illustrated in **Figure 24**, it is recommended that, where feasible, protected, one-way facilities be installed on the north side of the street and due to limited roadway width, unprotected one-way Class II facilities be installed on the north side of the street. Bicycle lane protection materials will be determined during engineering design.



Figure 24 Proposed Section of Recommended Facilities for 190th Street from Dominguez Park to Lilienthal Lane

On Lilienthal Lane, the right-of-way is wider on the southern segment between Lilienthal Park/Fisk Lane and Ives Lane when compared to the northern section between Ives Lane and Ripley Avenue.

The southern segment, shown in **Figure 25**, has a median that will need to be accommodated and parking maintained.



Figure 25 Proposed Section of Recommended Facilities for Lilienthal Lane from Lilienthal Park/Fisk Lane to Ives Lane

The northern segment (**Figure 26**) is adjacent to Washington Elementary School. Washington Elementary has a landscaped setback on the school property that can be utilized to allow for a protected two-way cycle track or multi-use path despite the narrow right-of-way. This will create continuous protected facilities on the east side of Lilienthal Lane, allowing for safe, active transportation access for students. As design continues through development and construction, this segment will need to be developed in close coordination with the school district and parents of students. Existing utility poles on the east side of Lilienthal Lane would be moved and consolidated with other existing utility poles on the west side of the street.



Figure 26 Proposed Section of Recommended Facilities for Lilienthal Lane from Ives Lane to Ripley Avenue

3.2.2 Recommended Facilities for Ripley Avenue/Lilienthal Lane Intersection to Grant Avenue/Inglewood Avenue Intersection

The recommended alignment for this section is Ripley Avenue from Lilienthal Lane to Inglewood Avenue and Inglewood Avenue from Ripley Avenue to Grant Avenue. The recommended facilities include a protected two-way cycle track on the south side of Ripley Avenue, as shown in the section below, **Figure 27**.



Figure 27 Proposed Section of Recommended Facilities for Ripley Avenue from Lilienthal Lane to Inglewood Avenue

3.2.3 Recommended Facilities for Grant Avenue, from Inglewood Avenue to Kingsdale Avenue

While Grant Avenue currently has Class II bicycle facilities, they are unprotected, offering limited comfort and safety to cyclists. To improve the experience of both bicyclists and pedestrians, it is recommended that buffered, protected Class IV facilities be installed, as shown in **Figure 28**. Like other proposed Class IV facilities, the specific vertical elements that constitute a Class IV facility will be determined during engineering design.



Figure 28 Proposed Section of Recommended Facilities for Grant Avenue, from Inglewood Avenue to Kingsdale Avenue

3.2.4 Recommended Facilities for South Bay Galleria Connection: Grant Avenue/Kingsdale Avenue Intersection to Artesia Boulevard/Redondo Beach Boulevard Intersection

The developers of the South Bay Galleria site, also referred to as the South Bay Social District, will work with City staff to develop off-street bicycle and active transportation routes fronting the buildings on Kingsdale Avenue and Artesia Boulevard as well as through the site. The construction of these facilities is anticipated to be phased alongside the site's construction.

3.2.5 Recommended Facilities for Artesia Boulevard/Redondo Beach Boulevard Intersection to Redondo Beach Boulevard/Hawthorne Boulevard Intersection

For the recommended alignment for this section – Redondo Beach Boulevard from Artesia Boulevard to Hawthorne Boulevard – the bicycle facilities recommended are off-street, protected, two-way cycle tracks or multi-use path on the south side of the street. A typical section is shown in **Figure 29** below.



Figure 29 Proposed Section of Recommended Facilities for Redondo Beach Boulevard from Artesia Boulevard to Hawthorne Boulevard

3.2.6 Recommended Facilities for Redondo Beach Boulevard, from Hawthorne Boulevard to Prairie Avenue

For this section of the corridor, the recommendation is to refine the existing one-way Class II facilities, including the installation of protected facilities adjacent to the I-405 Freeway ramps and intersection improvements. A typical section of this segment is illustrated in **Figure 30**.



Figure 30 Proposed Section of Recommended Facilities for Redondo Beach Boulevard, from Hawthorne Boulevard to Ainsworth Avenue

3.2.7 Recommended Facilities for Redondo Beach Boulevard, from Prairie Avenue to Dominguez Channel

For the single alignment evaluated, the recommended facilities include a one-way Class II bicycle facility from Prairie Avenue to Ainsworth Avenue. From Ainsworth Avenue to Dominguez Channel, a regional active transportation corridor, a protected two-way cycle track on the north side of the street is recommended, as shown in **Figure 31**. Additionally, the requested Class II facilities, which provide multiple choices of bicycle facility depending on the cyclist's final destination, are continued on the

south side of the street between Ainsworth Avenue and Dominguez Channel, this is also shown in **Figure 31**.



Figure 31 Proposed Section of Recommended Facilities for Redondo Beach Boulevard, from Ainsworth Avenue to Dominguez Channel

3.3 Intersection Vehicle Operations Assessment

An operational assessment for drivers was conducted for the following seven (7) key intersections:

1. Inglewood Avenue & Ripley Avenue
2. Inglewood Avenue & Grant Avenue
3. Kingsdale Avenue & Grant Avenue
4. Redondo Beach Boulevard/Grevillea Avenue & Artesia Boulevard
5. Hawthorne Boulevard & Artesia Boulevard
6. Hawthorne Boulevard & Redondo Beach Boulevard
7. Prairie Avenue & Redondo Beach Boulevard

The operational assessment estimated potential driver delay and level of service (LOS) utilizing existing 2014¹ counts and forecasted year 2025 traffic volumes. The Near-Term Year 2025 traffic volumes were developed by applying an ambient growth rate of 0.38% per year to the existing traffic data. This is the same ambient growth rate utilized within the South Bay Galleria Improvement Project Transportation Impact Study. The ambient growth rate was based on the Southern California Association of Government's (SCAG) population growth forecast for the City of Redondo Beach.

These LOS analyses using adjusted counts from 2014 represent an estimate of traffic delay conditions to be experienced by drivers during weekday peak commuting periods only. They do not represent traffic conditions during other hours of the day, nor are they a measure of drivers' safety. LOS also does not consider the experience and safety of those who are walking, biking, or taking public transit. As mentioned before, the purpose of the MAT Project is to improve walking and biking

¹ Extracted from the South Bay Galleria Improvement Project Transportation Impact Study prepared by Fehr and Peers, July 2017.

connections and address multimodal safety concerns expressed by the community. Attempting to improve intersection LOS may increase speeds and worsen biking and walking conditions.

Table 2 displays the results of the peak hour intersection analysis under existing and Near-Term Year 2025 Conditions including delay, LOS, and key improvements at each intersection. Detailed analysis assumptions, existing traffic count worksheets, and LOS calculation worksheets, are provided in **Appendix A**.

Table 2 Peak Hour Intersection LOS Results

#	Intersection	Control	Existing Conditions				Near-Term Year 2025 with Project				Key Improvements
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	
1	Inglewood Ave & Ripley Ave	SSSC	16.0	C	15.7	C	17.2	C	16.9	C	<ul style="list-style-type: none"> ▪ Prohibit left-turns ▪ Bollards along Inglewood Ave ▪ Raised Crossing
2	Inglewood Ave & Grant Ave	Signal	33.0	C	50.5	D	37.0	D	62.1	E	<ul style="list-style-type: none"> ▪ Lane configuration ▪ Signal Modifications ▪ Bike Signals
3	Kingsdale Ave & Grant Ave	Signal	22.1	C	20.9	C	23.9	C	25.9	C	<ul style="list-style-type: none"> ▪ Lane configuration ▪ Signal Modifications ▪ Bike Signals
4	Redondo Beach Blvd/Grevillea Ave & Artesia Blvd	Signal	24.3	C	24.6	C	26.4	C	26.6	C	<ul style="list-style-type: none"> ▪ Lane configuration ▪ Signal Modifications ▪ Bike Signal
5	Hawthorne Blvd & Artesia Blvd	Signal	48.2	D	42.9	D					Not Applicable ¹
6	Hawthorne Blvd & Redondo Beach Blvd	Signal	52.9	D	43.6	D	59.7	E	49.9	D	<ul style="list-style-type: none"> ▪ Prohibit redundant eastbound right-turn ▪ Bike Signals
7	Prairie Ave & Redondo Beach Blvd	Signal	64.5	E	70.9	E					Not Applicable ²

Notes:

SSSC = Side-Street Stop-Control. The delay shown is the worst delay experienced by the worst-performing movement for the intersection.

Bold indicates poor LOS.

¹As discussed in Section 2.5.2, due to the numerous challenges, the alignment through this intersection was not selected and improvements are not proposed. See Appendix A for reviewed alternative improvements.

²As discussed in Section 2.7, due to operational challenges, improvements are not proposed at this intersection. Therefore, the transitions between existing and proposed bicycle facilities and between one-way and two-way bicycle facilities is proposed to take place at Ainsworth Avenue. See Appendix A for reviewed alternative improvements.

Appendix A - Operational Assessment –
Detailed Analysis Assumptions, Existing
Traffic Counts, LOS Calculation Worksheets

Detailed Analysis Assumptions

This section outlines all analysis assumptions for key study intersections for the Proposed Project including any traffic signal modifications, bike signal assumptions, and geometric changes. Summarized list of study intersections is shown below:

1. Inglewood Ave & Ripley Ave
2. Inglewood Ave & Grant Ave
3. Kingsdale Ave & Grant Ave
4. Redondo Beach Blvd/Grevillea Ave & Artesia Blvd
5. Hawthorne Blvd & Artesia Blvd
6. Hawthorne Blvd & Redondo Beach Blvd
7. Prairie Ave & Redondo Beach Blvd

Intersection #1: Inglewood Ave & Ripley Ave

Cyclists will need to cross from the south side of Ripley Ave to the north.

Preferred:

- Maintain intersection as unsignalized
- Prohibit left-turns for the northbound and eastbound direction
- Addition of bollards along Inglewood Ave at the intersection to prohibit left-turns
- Addition of a speed table for the west leg of the intersection

Alternative:

- Signalization (Couplet with Inglewood Ave & Grant Ave intersection)
- Bike signal for west leg
- Northbound left-turn will be prohibited during peak hours and possibly school dismissal with blank out sign (prohibited during peak hours under existing conditions)
- Eastbound left-turn will be allowed with signalization (restricted during peak hours under existing conditions)

Determined to be infeasible due to following:

- History of coordination issues for couplet/closely spaced intersections

Signal has potential to induce vehicular traffic and increase left-turns out of Ripley at the intersection

Intersection #2: Inglewood Ave & Grant Ave

Project Feature: Class IV one-way cycle tracks will be constructed on the north and south side of Grant Ave east of Inglewood Ave, which will require geometric changes for the east leg. Additionally, a bike signal(s) will be needed at intersection.

Preferred:

- Removal of merge lanes for east leg
- Incorporating the southbound stop-control right-turn pocket into the signal operations
- Conversion of westbound through lane to a shared through-right lane
- Bike signals for all approaches

Alternative:

- Coordinate signal with new signal at Inglewood Ave & Ripley Ave intersection

Determined to be infeasible due to following:

- History of coordination issues for couplet/closely spaced intersections

Intersection #3: Kingsdale Ave & Grant Ave

Class IV one-way cycle tracks will be constructed on the north and south side of Grant Ave west of Kingsdale Ave. The landscape triangle and the landscape on south side of Grant Ave west of Kingsdale Ave will be incorporated into design. Channelized southbound right-turn will be removed to remove the conflict point between vehicles and cyclists along Grant Ave.

Preferred:

- Bike signals for the north, south, and east leg
- Eastbound through-right lane converted to an exclusive right-turn lane
- Southbound approach extended to intersection
- Maintain permissive left-turn phasing for both the northbound and westbound approaches

Alternative:

- Bike signals for the north, south, and east leg
- Eastbound through-right lane converted to an exclusive right-turn lane
- Southbound approach extended to intersection
- Update permissive left-turn phasing for both the northbound and westbound approaches to protected left-turn phasing

Determined infeasible due to operational constraints at the intersections and affected intersections south of the intersection.

Intersection #4: Redondo Beach Blvd/Grevillea Ave & Artesia Blvd

Lane repurposing with removal of one eastbound vehicle lane to construct a class IV two-way cycle track. Additionally, cyclists will need to cross Arteria Blvd to continue onto Redondo Beach Blvd.

Preferred:

- Removal of eastbound through lane
- Bike signal on east leg of intersection

Intersection #5: Hawthorne Blvd & Artesia Blvd

This intersection was analyzed to determine the feasibility of alignment along Artesia Boulevard between Redondo Beach Boulevard and Hawthorne Boulevard.

Alternative:

Lane repurposing between Redondo Beach Blvd and Hawthorne Blvd = removal of eastbound right-turn pocket at intersection and convert through lane to an exclusive right-turn lane

- Bike signals for the south and east leg
- Conversion of northbound through-right lane to an exclusive right-turn lane.

Determined infeasible due to substantial increase in delay and degraded levels of service. With implementation of the improvements above, the intersection is projected to operate at 103.9 seconds of delay/LOS F during the AM peak hour and 77.9 seconds of delay/LOS E during the PM peak hour.

Intersection #6: Hawthorne Blvd & Redondo Beach Blvd

Cyclists will need to transition between the class IV two-way cycle track to the west of the intersection to the Class II facilities to the east.

Preferred:

- Maintain split signal phasing in eastbound and westbound directions
- Prohibit the eastbound right-turn
- Bike signals for the south and east leg

Alternative:

Lane repurposing (south side only along Redondo Beach Blvd west of intersection)

- Eastbound and westbound thru/left lanes converted to thru-lanes.
- Eastbound and westbound phasing updated from split phasing to protected left-turns.
- Addition of NBR Overlap.
- Bike signals for south and east legs.

Determined infeasible due to substantial increase in delay and degraded vehicular levels of service. With implementation of the improvements above, the intersection is projected to operate at 76.1 seconds of delay/LOS E during the AM peak hour and 76.2 seconds of delay/LOS E during the PM peak hour.

Intersection #7: Prairie Ave & Redondo Beach Blvd

Initially, the transitions between existing and proposed bicycle facilities and between one-way and two-way bicycle facilities is proposed to take place at this intersection

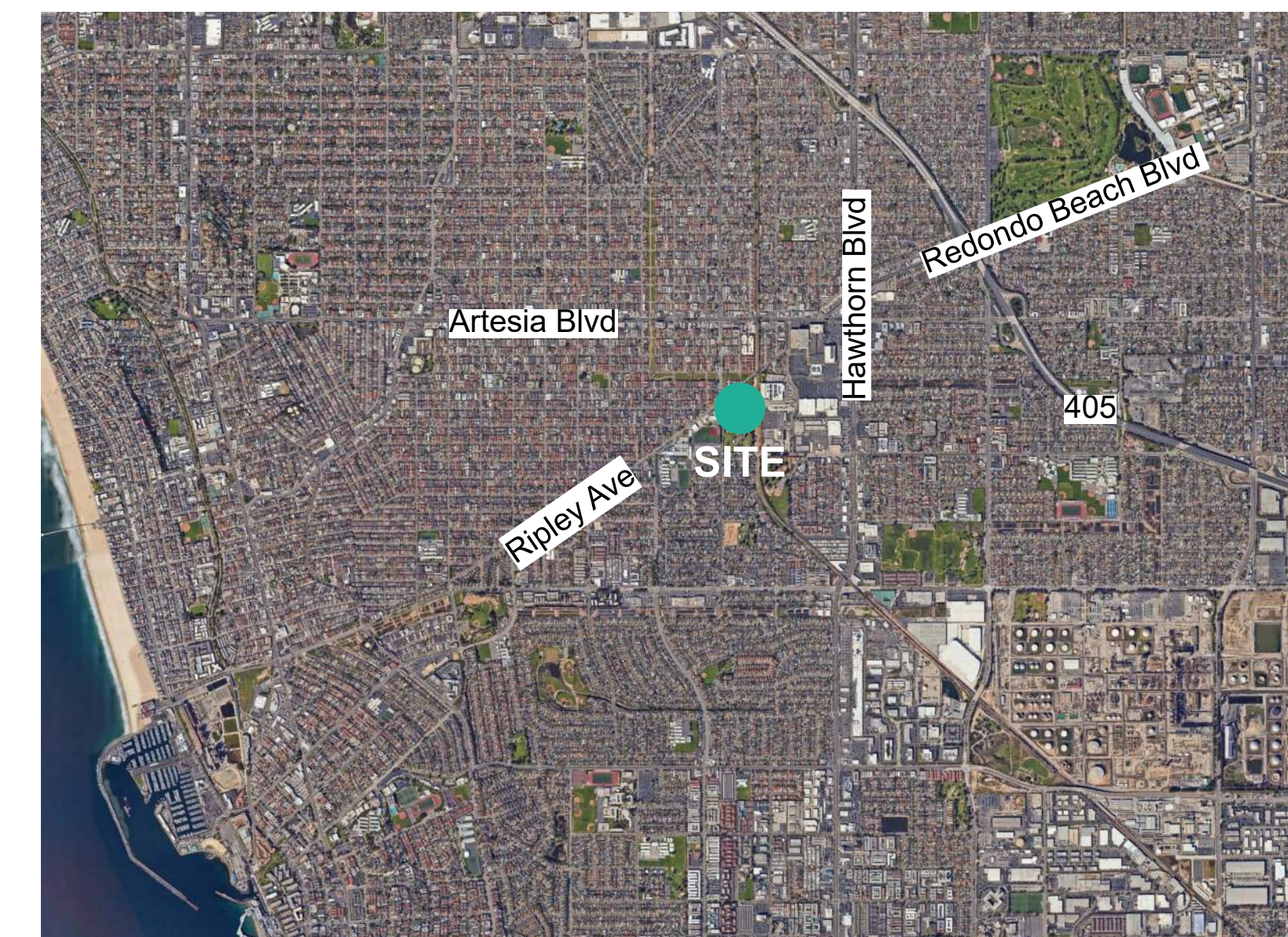
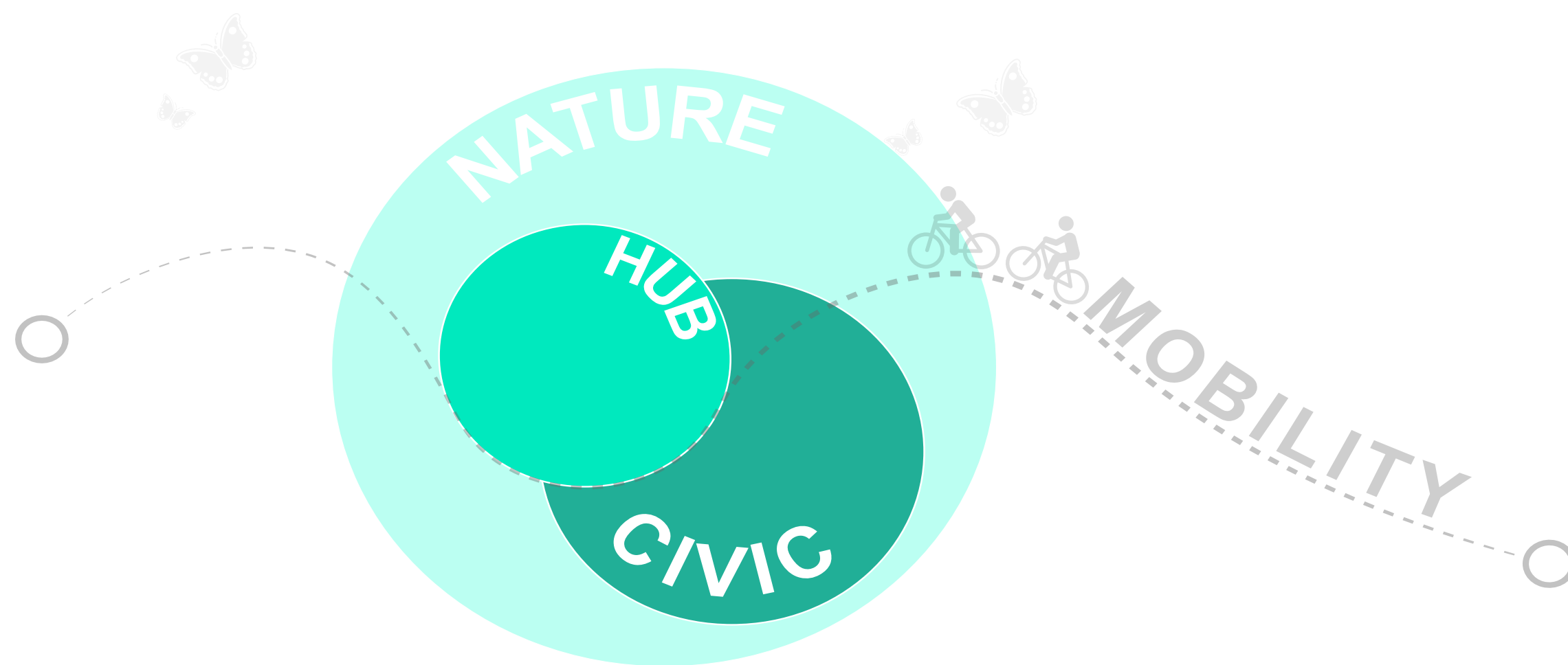
Alternative:

- Westbound approach lane configuration updated from WBL, Dual WBT, WBR (channelized) to WBL, WBT, WBTR (removal of WBR channelized lane).
- Bike signal for north, south, and east leg

Determined infeasible due to substantial increase in delay and degraded vehicular levels of service. With implementation of the improvements above, the intersection is projected to operate at 86.4 seconds of delay/LOS F during the AM peak hour and 92.7 seconds of delay/LOS F during the PM peak hour.

Existing Traffic Counts

LOS Calculation Worksheets



Regional Map - NTS

GUIDING PRINCIPLES

- Create a Mobility Hub, incorporating a passive pause point destination.
- Incorporate endangered El Segundo Blue Butterfly habitat and interpretive features.
- Create a civic space of gathering/storytelling through public art.
- Focus people places along the Grant Ave to encourage good Crime Prevention Through Environmental Design (CPTED) best practices.
- Screen the view to the Cemetery while also preserving the view to the Cemetery Signage.

MOBILITY HUB

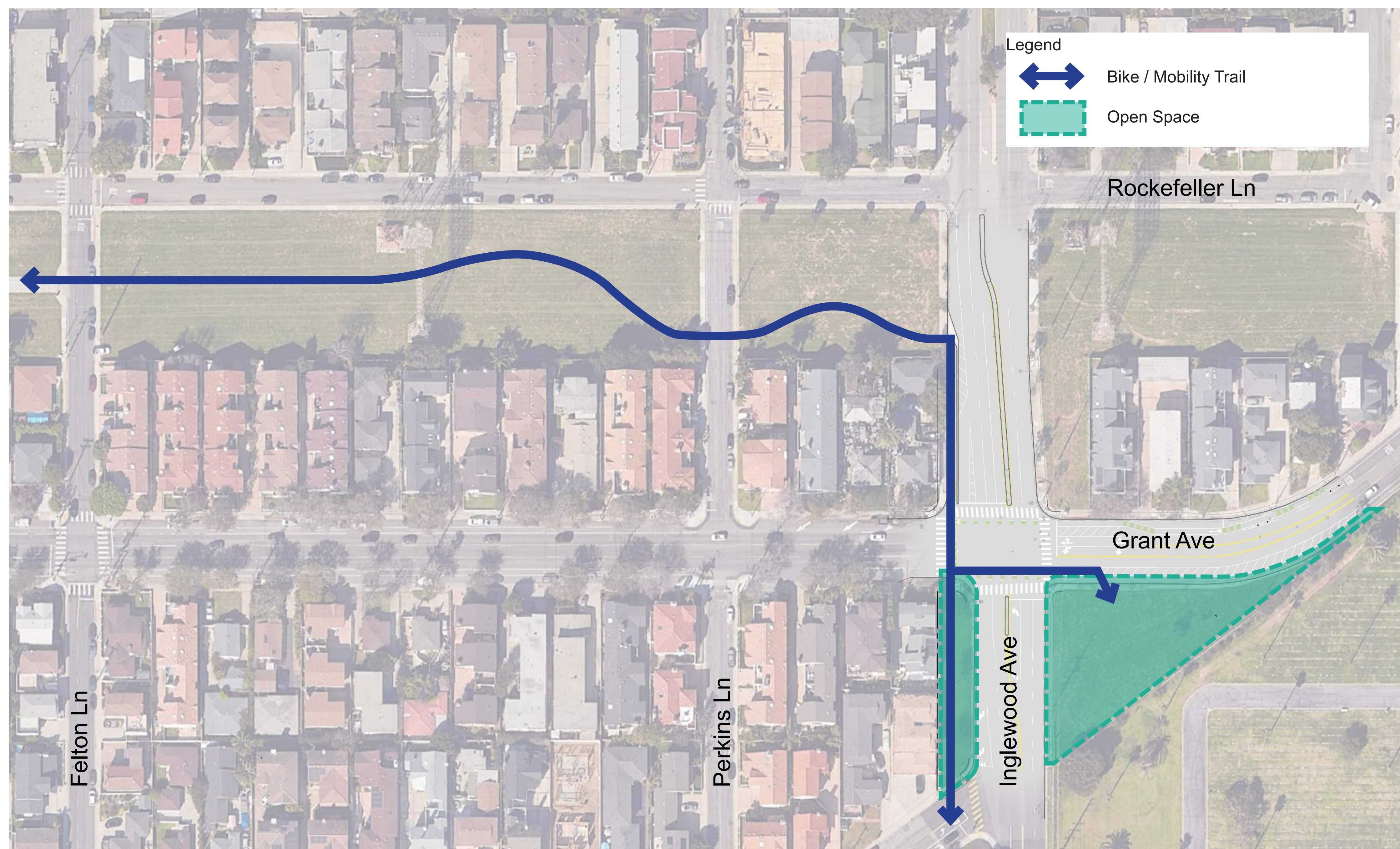
- Prioritize opportunities for mobility based access to site.
- Encourage bicycle traffic to enter the park.
- Incorporate bicycle repair station. Encourage workshop destination for regular bicycle community.
- Provide temporary bike racks for short term rest.

NATURE

- Celebrate the endangered El Segundo Blue Butterfly and create habitats that support their proliferation in the area.
- Opportunity to use planting to screen cemetery.
- Create a natural barricade and boulders from west streetscape.

CIVIC

- Provide areas for mobile vendors to activate site with local business.
- Create passive rest areas and encourage short exploration point for cyclists.
- Park to serve as a community gateway and passive meet up point for cyclists.
- Provide interpretive art elements to connect users to the site.



Legend

- Bike / Mobility Trail
- Open Space





LEGEND

- | | | |
|---|--|--|
| 1 Existing Tree to Remain, Typ. | 9 Mobility Hub Bicycle Repair Equipment | 17 Varying Size Boulders, Typ. |
| 2 Enhanced Paving at the Main Pedestrian Point of Entry | 10 El Segundo Blue Butterfly Interpretive Panels | 18 Arroyo w/ Cobble and Mixed Planting |
| 3 Blue Light Emergency Phone | 11 Canopy Shade Tree, Typ. | 19 Security Bollard, Typ. |
| 4 Proposed Dedicated Bike Lane | 12 Accent Tree, Typ. | 20 Prefabricated Pedestrian Bridge |
| 5 Proposed Sidewalk | 13 Existing Sign to Remain | 21 Bike Racks |
| 6 Overhead Power Line, Typ. | 14 Tall Regal Stone CMU Privacy Wall | 22 Replant Median Landscape |
| 7 Overhead Power Pole, Typ. | 15 18" Tall C.I.P. Concrete Seat Wall w/ integral skate stops & sleep deterrents | 23 Art Installation |
| 8 Light Overhead Shade Structure | 16 Bench Seating, Typ. | 24 Mixed Planting Area, Typ. |



El Segundo Blue Butterfly



Bike Repair Station



Design Inspiration



Light Overhead Structure



Interpretive Panels



Planting Strategies



Pedestrian Bridge



Arroyo w/ Cobble Bioswale

Design Statement

The landscape vision for this open space is crafted through the concept of wind and mobility. You feel the wind as you cycle to the site as the prevailing westerly winds sweep through the open space. The wind carries the endangered El Segundo Blue Butterfly to this site and the proposed plant massings provide new habitat areas for the butterfly.

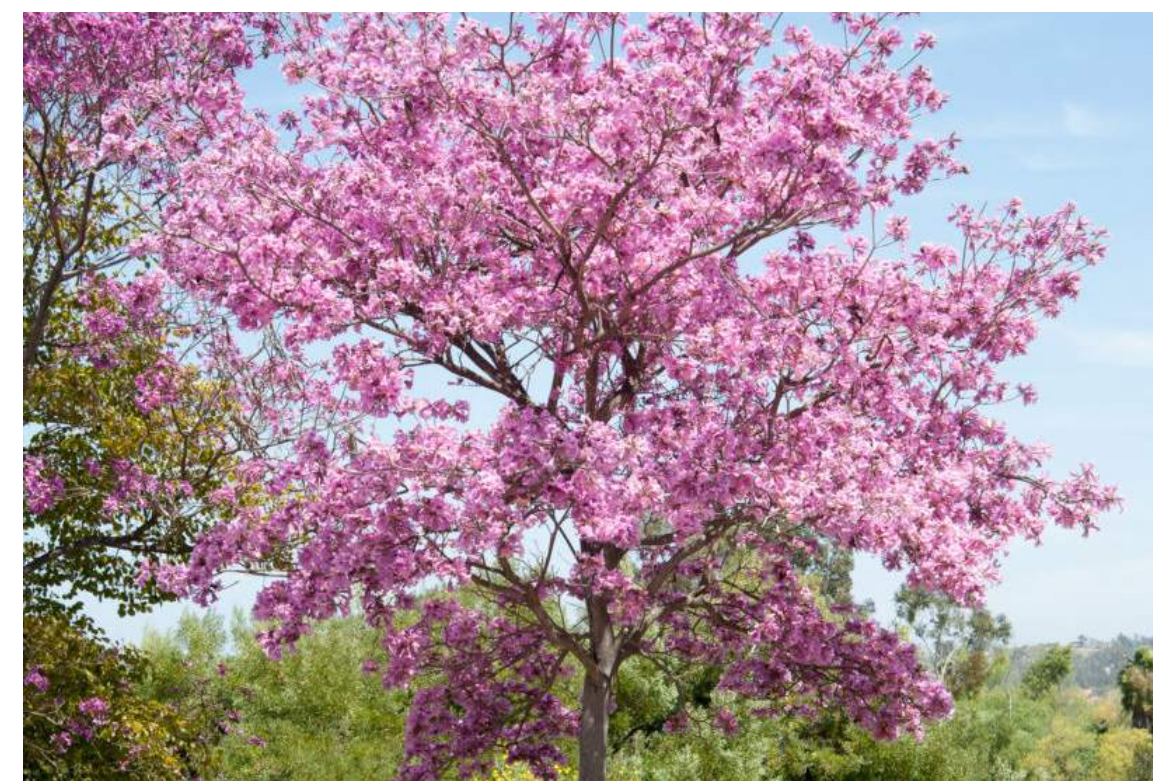
The open space features are inspired by the patterns of the Blue Butterfly wings. The central planting areas are an abstraction of the rhythmic spots located on the butterfly wings. This concept also proposes a free standing privacy wall with mounding to screen the cemetery along the southern edge of the site.

The interpretive panels within the main plaza tell the story of the El Segundo Blue Butterfly, it's unique connection to this region, life cycle, and it's native habitats.

TREES



Arbutus 'Marina' /
Marina Strawberry Tree



Tabebuia impetiginosa /
Pink Trumpet Tree



Acacia podalyriifolia /
Blue Pearl Acacia



Ulmus parvifolia /
Chinese Elm



Magnolia grandiflora 'Samuel Sommer' /
Samuel Sommer Magnolia

SHRUBS



Agave attenuata /
Foxtail Agave



Abutilon palmeri /
Indian mallow



Rhamnus californica 'Eve Case' /
Eve Case California Coffeeberry



Salvia leucophylla 'Point Sal Spreader' /
Point Sal Spreader Purple Sage



Zamia furfuracea /
Cardboard Palm

GROUND COVER



Calandrinia spectabilis /
Pink Calandrinia



Carex praegracilis /
California Field Sedge



Senecio mandraliscae 'Blue Chalk Sticks' /
Blue Fingers



Tagetes lemmonii /
Tagetes Copper Canyon



Eriogonum parvifolium /
Dune Buckwheat

AROYO SHRUBS



Carex spissa /
San Diego Sedge



Asclepias subulata /
Rush Milkweed



Muhlenbergia dubia /
Pine Muhly

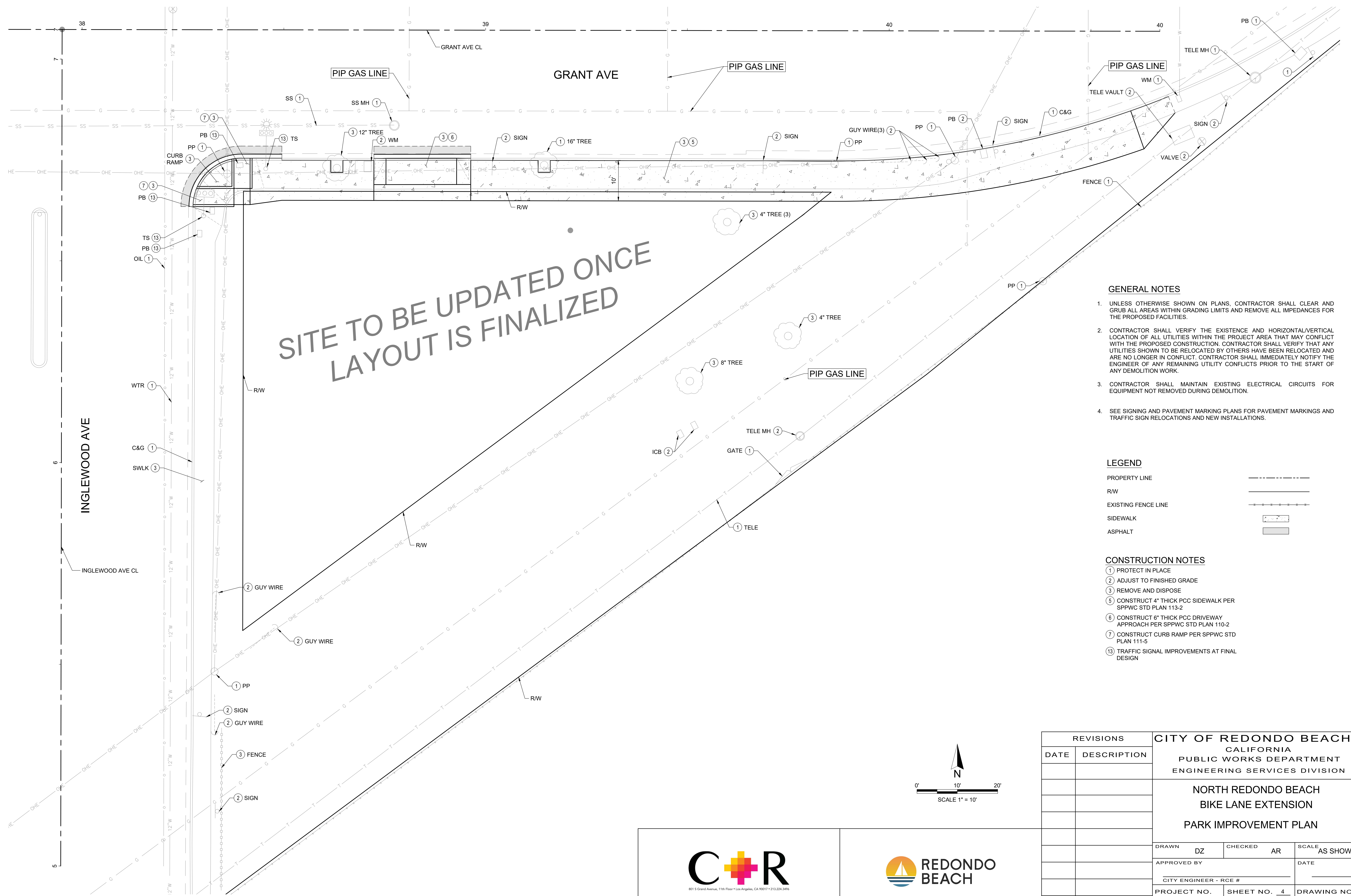


Iva hayesiana /
San Diego marsh elder



Mixed Boulders and Cobble of the Arroyo

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SITE TO BE UPDATED ONCE LAYOUT IS FINALIZED

GENERAL NOTES

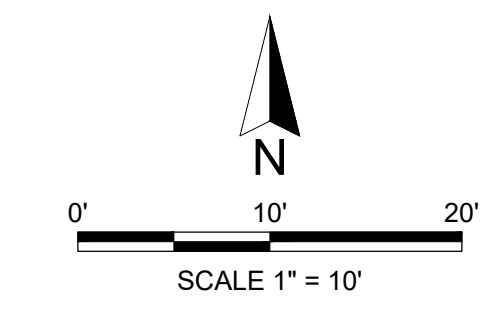
1. UNLESS OTHERWISE SHOWN ON PLANS, CONTRACTOR SHALL CLEAR AND GRUB ALL AREAS WITHIN GRADING LIMITS AND REMOVE ALL IMPEDANCES FOR THE PROPOSED FACILITIES.
2. CONTRACTOR SHALL VERIFY THE EXISTENCE AND HORIZONTAL/VERTICAL LOCATION OF ALL UTILITIES WITHIN THE PROJECT AREA THAT MAY CONFLICT WITH THE PROPOSED CONSTRUCTION. CONTRACTOR SHALL VERIFY THAT ANY UTILITIES SHOWN TO BE RELOCATED BY OTHERS HAVE BEEN RELOCATED AND ARE NO LONGER IN CONFLICT. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY REMAINING UTILITY CONFLICTS PRIOR TO THE START OF ANY DEMOLITION WORK.
3. CONTRACTOR SHALL MAINTAIN EXISTING ELECTRICAL CIRCUITS FOR EQUIPMENT NOT REMOVED DURING DEMOLITION.
4. SEE SIGNING AND PAVEMENT MARKING PLANS FOR PAVEMENT MARKINGS AND TRAFFIC SIGN RELOCATIONS AND NEW INSTALLATIONS.

LEGEND

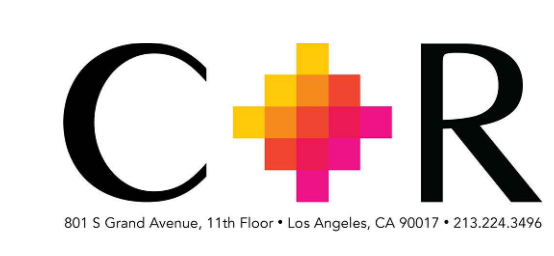
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- R/W
- EXISTING FENCE LINE
- SIDEWALK
- ASPHALT

CONSTRUCTION NOTES

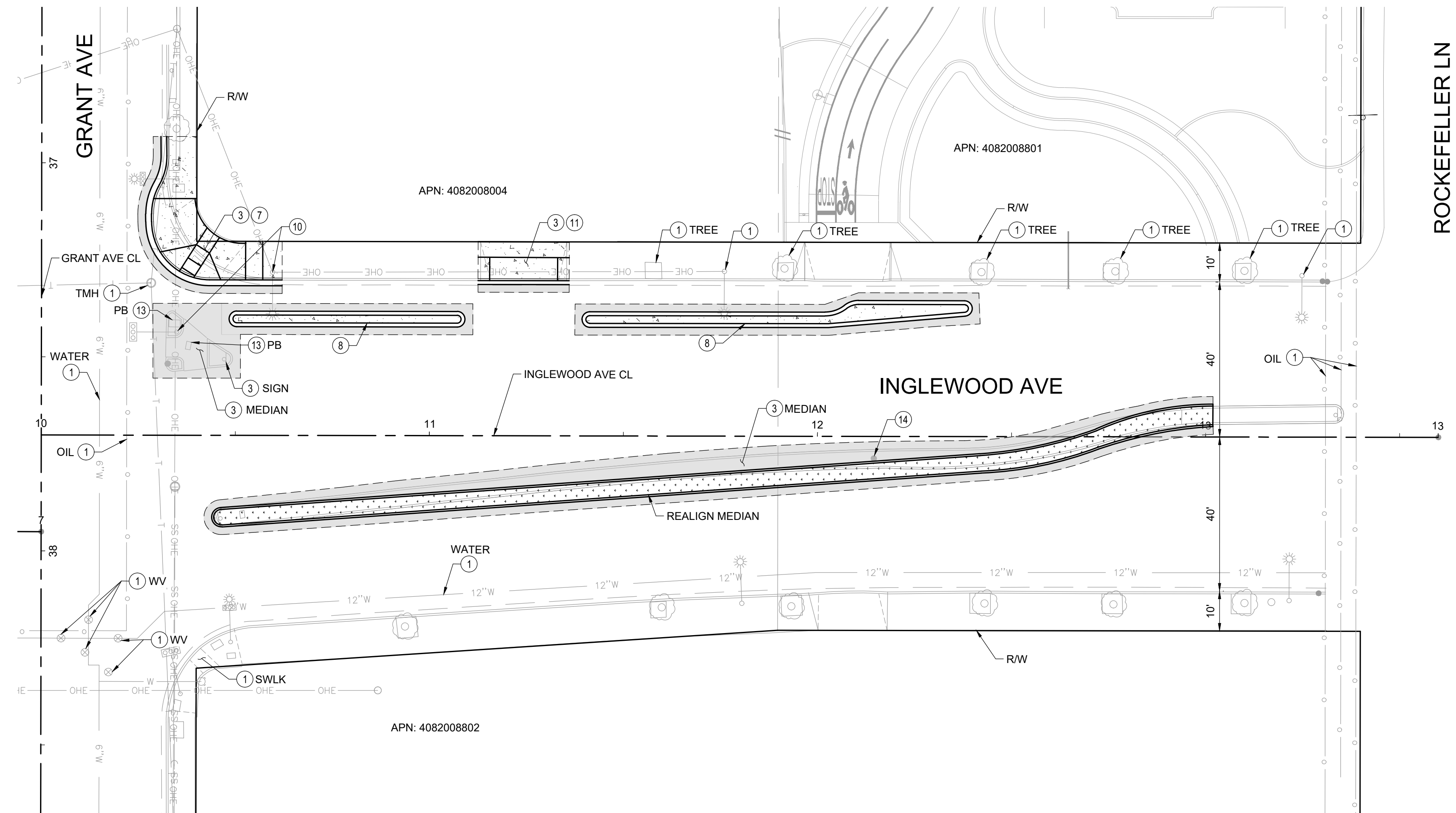
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- ② ADJUST TO FINISHED GRADE
- ③ REMOVE AND DISPOSE
- ⑤ CONSTRUCT 4" THICK PCC SIDEWALK PER SPPWC STD PLAN 113-2
- ⑥ CONSTRUCT 6" THICK PCC DRIVEWAY APPROACH PER SPPWC STD PLAN 110-2
- ⑦ CONSTRUCT CURB RAMP PER SPPWC STD PLAN 111-5
- ⑬ TRAFFIC SIGNAL IMPROVEMENTS AT FINAL DESIGN



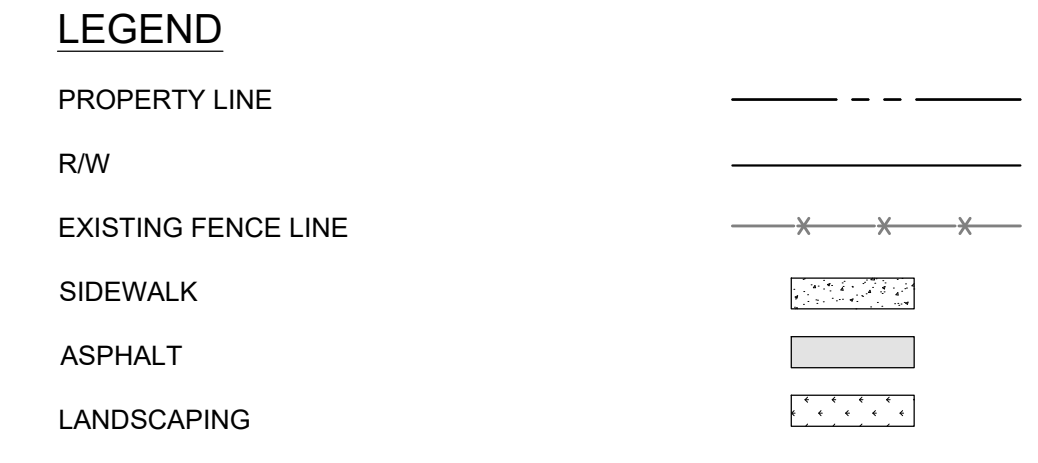
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DATE	DESCRIPTION			
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		DRAWN	CHECKED	SCALE
		DZ	AR	AS SHOWN
		APPROVED BY		DATE
		CITY ENGINEER - RCE #		
		PROJECT NO.	SHEET NO. 4	DRAWING NO.
		XXXXX	OF 6 SHEETS	



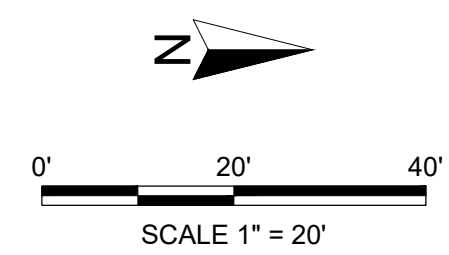
PRELIMINARY DESIGN



- GENERAL NOTES**
- UNLESS OTHERWISE SHOWN ON PLANS, CONTRACTOR SHALL CLEAR AND GRUB ALL AREAS WITHIN GRADING LIMITS AND REMOVE ALL IMPEDANCES FOR THE PROPOSED FACILITIES.
 - CONTRACTOR SHALL VERIFY THE EXISTENCE AND HORIZONTAL/VERTICAL LOCATION OF ALL UTILITIES WITHIN THE PROJECT AREA THAT MAY CONFLICT WITH THE PROPOSED CONSTRUCTION. CONTRACTOR SHALL VERIFY THAT ANY UTILITIES SHOWN TO BE RELOCATED BY OTHERS HAVE BEEN RELOCATED AND ARE NO LONGER IN CONFLICT. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY REMAINING UTILITY CONFLICTS PRIOR TO THE START OF ANY DEMOLITION WORK.
 - CONTRACTOR SHALL MAINTAIN EXISTING ELECTRICAL CIRCUITS FOR EQUIPMENT NOT REMOVED DURING DEMOLITION.
 - SEE SIGNING AND PAVEMENT MARKING PLANS FOR PAVEMENT MARKINGS AND TRAFFIC SIGN RELOCATIONS AND NEW INSTALLATIONS.



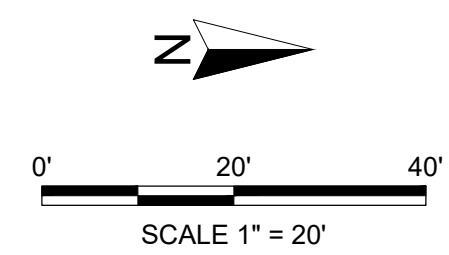
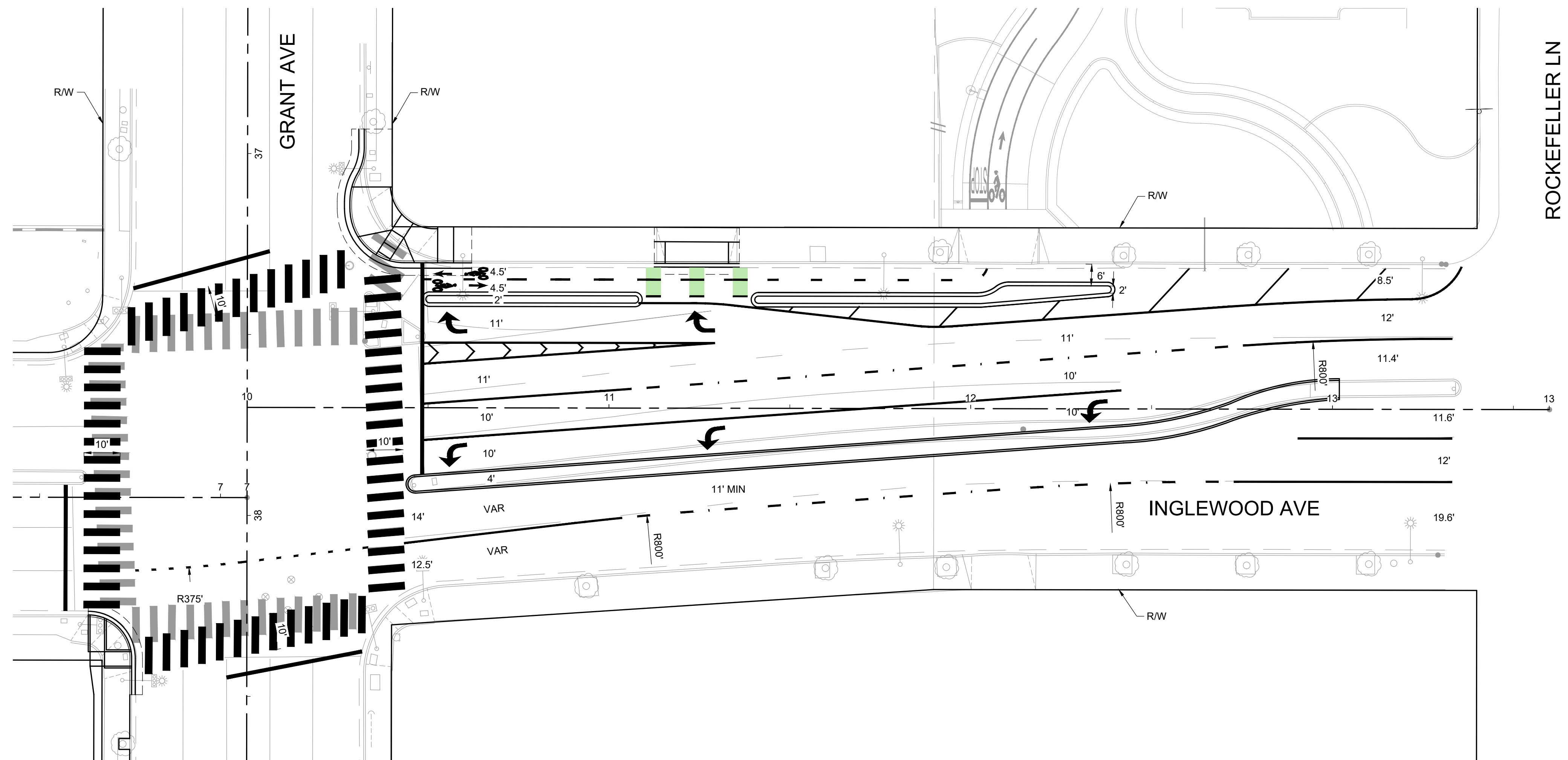
- CONSTRUCTION NOTES**
- 1 PROTECT IN PLACE
 - 3 REMOVE AND DISPOSE
 - 7 CONSTRUCT CURB RAMP PER SPPWC STD PLAN 111-5
 - 8 CONSTRUCT BIKE MEDIAN PER DETAIL X ON SHEET X
 - 10 REMOVE AND INSTALL TYPE 1-A TRAFFIC SIGNAL POLE
 - 11 CONSTRUCT 4" THICK PCC DRIVEWAY APPROACH PER SPPWC STD PLAN 110-2
 - 13 TRAFFIC SIGNAL IMPROVEMENTS AT FINAL DESIGN
 - 14 CONTRACTOR TO RELOCATE SURVEY MONUMENT



REVISIONS		CITY OF REDONDO BEACH CALIFORNIA PUBLIC WORKS DEPARTMENT ENGINEERING SERVICES DIVISION		
DATE	DESCRIPTION			
		NORTH REDONDO BEACH BIKE LANE EXTENSION STREET IMPROVEMENT PLAN		
		DRAWN DZ	CHECKED AR	SCALE AS SHOWN
		APPROVED BY		DATE
		CITY ENGINEER - RCE #		
		PROJECT NO. XXXXX	SHEET NO. 5 OF 6 SHEETS	DRAWING NO.



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REVISIONS		CITY OF REDONDO BEACH CALIFORNIA PUBLIC WORKS DEPARTMENT ENGINEERING SERVICES DIVISION		
DATE	DESCRIPTION			
		NORTH REDONDO BEACH BIKE LANE EXTENSION SIGNING AND STRIPING PLAN		
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		APPROVED BY		DATE
		CITY ENGINEER - RCE #		
		PROJECT NO.	SHEET NO. <u>6</u>	DRAWING NO.
		XXXXX	OF <u>6</u> SHEETS	

PRELIMINARY DESIGN



Administrative Report

P.4., File # PWS25-0602

Meeting Date: 4/28/2025

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: PUBLIC WORKS DEPARTMENT

TITLE

DISCUSSION AND POSSIBLE ACTION REGARDING COMMUNICATION WITH THE CITY COUNCIL ON ITEMS TO BE ADDED OR MODIFIED ON THE NEXT STRATEGIC PLANNING SESSION

EXECUTIVE SUMMARY

The City Council is planning to hold a workshop on April 29, 2025 to update its Strategic Plan for the next tracking period. Historically these updates have occurred in a 6- to 12-month cycle. The current Strategic Plan was discussed in a workshop on September 10, 2024 and adopted at a Council meeting on October 8, 2024. The workshop typically includes input from various sources, including the Mayor and Council Members, City staff, residents, and the various Commissions. Scheduling of this item on tonight's agenda is a continuation from last month's discussion regarding the Commission drafting a letter to submit to the City Council for their consideration. Attached is a draft letter composed by Commissioner Anderson for the Commission's input and consideration.

ATTACHMENTS

- Draft letter



Redondo Beach Public Works,

With the upcoming April strategic planning session, the Public Works and Sustainability Commission recommends the Public Works Department review the following areas for potential incorporation:

- Reviewing the city standards database to update and include additional standards relevant to the current condition of the City. Some potential standards may include tree wells, residential driveways, curb ramps, street dimensioning and survey monumentation.
- Review opportunities for the city to provide recommendations on first/last mile solutions (including bike lanes and transit connections), public art funding and potential funding commitments, utility upgrades, pavement upgrades, drainage BMPs, improving drainage facilities to current NOAA data and City standards and synchronization with signals along the selected corridor. Further, discovery of the process with Metro on when and how these opportunities can be discussed with Metro, the selected designer and contractor in the design-build phase.
- With the acceptance of Measure FP, areas the funding can be incorporated into the strategic plan.

Sincerely,

Redondo Beach Public Works and Sustainability Commission