

**CITY OF REDONDO BEACH  
PUBLIC WORKS AND SUSTAINABILITY COMMISSION AGENDA  
Monday, December 2, 2024**

**415 DIAMOND STREET, REDONDO BEACH**

**SPECIAL MEETING**

**SPECIAL 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.**

Public Works and Sustainability Commission meetings are broadcast live through Spectrum Cable, Channel 8, and Frontier Communications, Channel 41. Live streams and indexed archives of meetings are available via internet. Visit the City's office website at [www.Redondo.org/rbtv](http://www.Redondo.org/rbtv).

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After registering, you will receive a confirmation email containing information about joining the meeting.

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:

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- 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. [Lauren.Sablan@Redondo.org](mailto:Lauren.Sablan@Redondo.org)

## **SPECIAL MEETING OF THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION - 7:00 PM**

- A. CALL MEETING TO ORDER**
- B. ROLL CALL**
- C. SALUTE TO THE FLAG**
- D. APPROVE ORDER OF AGENDA**
- E. 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.*

- E.1. [BLUE FOLDER](#)**

- F. 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.*

- F.1. [APPROVE AFFIDAVIT OF POSTING FOR THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING](#)**

- F.2. [RECEIVE AND FILE THE CITY'S STRATEGIC PLAN THREE YEAR GOALS AND SIX-MONTH OBJECTIVES ADOPTED BY COUNCIL ON NOVEMBER 19, 2024](#)**

- G. EXCLUDED CONSENT CALENDAR ITEMS**

- H. 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.*

- H.1. [PUBLIC PARTICIPATION ON NON-AGENDA ITEMS](#)**

- I. ITEMS CONTINUED FROM PREVIOUS AGENDAS**

- J. ITEMS FOR DISCUSSION PRIOR TO ACTION**

- J.1. [DISCUSSION OF INTERSECTION ENHANCEMENTS AT BERYL STREET AND GUADALUPE AVENUE](#)**

- J.2. [DISCUSSION OF SPEED TABLES ON FLAGLER LN \(190TH - BERYL\)](#)**

- K. MEMBER ITEMS AND REFERRALS TO STAFF**

## **L. ADJOURNMENT**

*The next meeting of the Redondo Beach Public Works and Sustainability Commission will be a regular meeting to be held at 7p.m. on January 27, 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](http://www.redondo.org) under the City Clerk.*



# Administrative Report

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E.1., File # PWS24-1862

Meeting Date: 12/2/2024

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**TITLE**  
**BLUE FOLDER**



# Administrative Report

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F.1., File # PWS24-1863

Meeting Date: 12/2/2024

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**TITLE**

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

# PROOF OF POSTING

I, Lauren Sablan, 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 December 2, 2024

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: November 20, 2024 at 11:00 am  
(date) (hour)

Posted at: DOOR "1" BULLETIN BOARD

and at CITY CLERK'S OFFICE

*Lauren Sablan, Acting City Engineer*

11/20/2024  
Date



# Administrative Report

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F.2., File # PWS24-1864

Meeting Date: 12/2/2024

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**To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION**

**From:** Department of Public Works

## **TITLE**

**RECEIVE AND FILE THE CITY'S STRATEGIC PLAN THREE YEAR GOALS AND SIX-MONTH OBJECTIVES ADOPTED BY COUNCIL ON NOVEMBER 19, 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 November 19, 2024, the City Council approved the six-month Strategic Plan Objectives. 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 - 11/19/2024 City Council Item: 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

<b>GOAL 1: Modernize the City's Technology and Systems</b>						
WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By March 1, 2025	CC & IT	<b>Digital Records Enhancement:</b> 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		
2. By January 1, 2025	IT & PW	<b>Pallet Shelter WiFi:</b> Develop a plan to provide public WiFi at the pallet shelter.		X		<i>The initial design is complete. Staff are in discussions with Wifi Partners to generate service quotes.</i>
3. By February 1, 2025	IT & ATCM	<b>Increase Online Services:</b> 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>Staff continues to refine the search function of the website. Council approved a contract with iWorQ on November 5, 2024 to integrate online services for Planning, Building, and Engineering Permits.</i>
Future	CC, IT & ATCM	<b>Agenda Management System and Agenda Forecast:</b> Continue implementation of the new Agenda Management System and work to create an Agenda Forecast report.		X		<i>The Agenda Management portion of the project is likely to be executed following the March election. Video upgrades are underway and scheduled to be complete in January 2025.</i>
Future	CC & IT	<b>PRA Software:</b> Research software options to improve the workflow for public records act requests.		X		



**GOAL 2: Vitalize Commercial Areas of the City**

WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By March 1, 2025	CD	<b>AACAP Implementation - Rooftop Dining, Lot Merger Incentives, and new Signage Standards:</b> 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		<i>The rooftop dining standards for AACAP will be presented to City Council in January/February 2025 as part of the Phase II GPU/ZOA.</i>
2. By November 1, 2024	CD	<b>Artesia FAR Increase:</b> 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		<i>The EIR for the 1.5 FAR along Artesia was certified by the City Council on November 5, 2024. Amendments to the Land Use Element and Zoning Ordinance to establish development standards will go before City Council in January/February 2025 as part of the Phase II GPU/ZOA.</i>
3. By April 1, 2025	CD	<b>Artesia/Aviation Parking Regulation Update:</b> 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		
4. By April 1, 2025	CS, WED & PW	<b>Public Art and Branding on Artesia:</b> Provide a report to the City Council on public art procurement and branding efforts on Artesia Blvd.		X		
5. By December 1, 2024	CS & ATCM	<b>Cannabis Permit Selection Process:</b> Finalize the City's Ordinance for the process to select cannabis retail licenses and regulate cannabis business operations.			X	<i>Consideration of the scoring criteria occurred at CC meetings in October and November 2024. Review/finalization of the draft Ordinance is anticipated in December 2024 and January 2025.</i>
6. By November 1, 2024	CD	<b>General Plan Update:</b> Complete review of the EIR for the proposed General Plan updates and consider the Ordinances for implementation of the City's Housing Element.				<i>The City Council certified the EIR and adopted the resolutions and ordinances needed to implement the Housing Element in early November 2024.</i>
7. By February 1, 2025	WED	<b>Harbor, Pier Leasing Strategy:</b> Develop a leasing strategy for critical commercial properties in the Harbor and Pier area.		X		
8. By January 1, 2025	WED & PW	<b>International Boardwalk Restaurant Venting Improvements:</b> 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		<i>New stainless steel vents and filters will be installed during the week of November 18, 2024.</i>

9.	By April 1, 2025	WED, CD & CM	<b>Attracting New Businesses to the City:</b> 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		
10.	By April 1, 2025	WED & CD	<b>Marina Parking Standards Update:</b> Identify the process and cost to consider adjusting the Local Coastal Program requirements for marina parking.				
11.	By March 1, 2025	PW & WED	<b>Pier Plaza Parking Upper Deck Structural Analysis:</b> 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		<i>Staff has requested an updated quote from the City's parking structure consultant to complete the required analysis.</i>
12.	By March 1, 2025	CD & WED	<b>PCH Corridor Area Plan:</b> Provide the City Council with a BRR on the cost and process to create a PCH Corridor Area Plan.			X	<i>Staff intends to initiate this project in May 2025, following final adoption of the General Plan update.</i>
13.	By January 1, 2025	WED	<b>Review Lease Options for the Waterfront Property that formerly housed the Gold's Gym:</b> Agendize a Closed Session item to discuss lease options associated with the former Gold's Gym site.		X		
14.	By April 1, 2025	WED	<b>Business Concierge Program:</b> Provide the City Council with an update on the impacts of the Business Concierge Program.		X		
	Future	PW	<b>Riviera Village Outdoor Dining Parklets and Village Parking Improvements:</b> 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>Project concepts and ideas were workshopped at a Metro Complete Streets Training. City may perform preliminary investigation work to be included in an RFP for design services.</i>
	Future	CD	<b>Temporary Use Permits:</b> 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 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 March 2025.</i>
	Future	FS, ATCM & CA	<b>Business License Code Review:</b> 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	
4. By February 1, 2025	PW & CD	<b>Native Planting and Pollinator Requirements:</b> 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		<i>The Public Works and Sustainability Commission approved recommendations at their October 24, 2024 meeting.</i>
5. By February 1, 2025	PW	<b>Stormwater Capture:</b> Provide a report to the City Council on the status of the City's stormwater capture policies and projects.		X		<i>Staff plans to prepare the status report following completion of the NPDES annual report.</i>
6. By March 1, 2025	PW & CS	<b>Wylie Sump Renaming:</b> 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 Wiley Sump and the South Bay Parkland Conservancy to develop an MOU(s) for restoration/maintenance of the facility.		X		<i>A Draft MOU is currently being reviewed by staff. Additionally, staff are researching the O&amp;M of the existing floodcontrol facility. A Quitclaim Deed was filed in 2000 between the LAFCD District and the City, transferring all county rights, title, and interest in an easement for a retention and absorption basin, along with related structures, to the City.</i>
7. By April 1, 2025	LIB & CS	<b>Develop Experiences to Engage the City's Historic Resources:</b> 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		
8. By April 1, 2025	CD & CA	<b>Preservation Ordinance and Historic Resources Survey:</b> 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	<i>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 will occur in January/February 2025.</i>

## GOAL 4: Invest in the City's Infrastructure

WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By January 1, 2025	PW	<b>Renovations and/or Replacement of City Buildings:</b> 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	<i>Election certification is expected on December 10, 2024.</i>
2. On October 15, 2024	WED & PW	<b>Seaside Lagoon:</b> Present the recommended Seaside Lagoon design, cost, and construction phasing schedule for consideration of City Council approval.	X			<i>The Seaside Lagoon design, cost, and phasing plan was presented to City Council (and approved) on October 15, 2024.</i>
3. By January 1, 2025	CS	<b>Veterans Park Library Concessionaire:</b> Identify the facility improvements needed to reopen the Veteran's Park Library Building and finalize the terms of the proposed concessionaire agreement.		X		
4. By April 1, 2025	WED	<b>Boat Launch Pre-Design:</b> Complete the engineering studies needed to design the new public boat launch and present the results to the City Council for review.		X		
5. By March 1, 2025	PW	<b>Street Sign and Traffic Pole Inventory:</b> 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		<i>An inventory of illuminated street name signs has been completed. The estimated cost to replace the signs will be provided in the BRR.</i>
6. By March 1, 2025	PW	<b>Street Rehabilitation:</b> Prepare a BRR that identifies the City streets that require major reconstruction and provides cost estimates and funding options for their repair.		X		
7. By March 1, 2025	WED & PW	<b>Waterfront Infrastructure Repair Costs:</b> 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		
8. By December 1, 2024	CD	<b>Development Impact Fees:</b> Research the cost to conduct a Development Impact Fee Study.		X		<i>A consultant agreement to perform the fee study was approved by the City Council on October 29, 2024.</i>
Future	PW & WED	<b>Climate Resiliency Plan:</b> Pursue grant funding and procure an engineering firm to prepare a climate resiliency plan.		X		
Future	WED	<b>Waterfront Education Center:</b> Discussion on the conceptual plan associated with the Waterfront Education Center, including potential partners and opportunities for plan implementation.		X		

**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	<b>Comparative Analysis of Harbor Models:</b> Present a report to the City Council comparing the City's harbor/marine management operating model/organizational structure to others.		X		
2. By February 1, 2025	CA, FD & PD	<b>Mental Health Response:</b> 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		
3. By April 1, 2025	PW & PD	<b>Shooting Range Replacement:</b> 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>A consultant agreement to complete the grant application was approved by the City Council on October 29, 2024. Additionally, the environmental consultant hired to conduct the grant required analysis is scheduled to start in December 2024. Communications with outside agencies for possible partnerships are ongoing.</i>
4. By February 1, 2025	FD & HR	<b>Recruit and Hire an Emergency Preparedness Coordinator:</b> Prepare a job specification for the Emergency Preparedness Coordinator position.		X		

**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	<b>Code of Conduct:</b> 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		
2. By March 1, 2025	CS	<b>Redondo Beach Performing Arts Center:</b> Provide a report to the City Council on the status of RBPAC operations and ways to maximize facility revenue.		X		
3. By February 1, 2025	CS & PW	<b>Memorial Bench/Plaque Program:</b> Explore options to expand the City's memorial bench/plaque program including alternative commemorative opportunities (including plaques and artwork) along the Esplanade.		X		
4. By April 1, 2025	ATCM	<b>Olympics/World Cup Activities:</b> Work with Olympic and World Cup organizers to host promotional activities and events in Redondo Beach.		X		
5. By January 1, 2025	ATCM & CA	<b>Green Line EIR Review:</b> 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		<i>Staff is in contact with Traffic, Geotechnical, and Environmental Engineering firms in an effort to assemble a Team to assist the City's ongoing efforts.</i>
6. By April 1, 2025	CM & FS	<b>Staffing Needs Assessment:</b> Provide the City Council with a report on the costs of adding staff positions to the organization that would enhance critical City services.		X		
7. By March 1, 2025	CM & FS	<b>Contract Management Position:</b> Provide the City Council with a report on the cost of adding a contract management position to the organization.		X		
8. By April 1, 2025	CS	<b>Bus Stop Advertising:</b> Research the opportunity to utilize bus stop furniture/structures to generate advertising revenue and provide a report to the City Council.		X		
9. By April 1, 2025	IT & All Depts.	<b>Develop Department Performance Metrics:</b> 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		
10. By April 1, 2025	LIB	<b>Library Grant Exploration:</b> Explore opportunities to secure grant funding to develop and support a public 3D printing program.		X		
11. By February 1, 2025	CA	<b>Anti-Camping Regulations:</b> Evaluate recent anti-camping court decisions and report to the City Council on any recommended corresponding modifications to the Redondo Beach Municipal Code.		X		
12. By April 1, 2025	CD & CA	<b>Co-Living/Single Room Occupancy Policy:</b> Evaluate options for regulating Co-Living and Single Room Occupancy development in the City and provide a report to the City Council.		X		
13. By March 1, 2025	CM, ATCM & FS	<b>City and RBUSD Shared Expenses:</b> Work with RBUSD officials to identify ongoing expenses and develop appropriate agreements/MOUs to formalize responsibilities for publically shared facilities.		X		
Future	CD & CA	<b>Inclusionary Housing Ordinance:</b> Work with HCD staff to determine the feasibility/benefits of an inclusionary housing ordinance.		X		



# Administrative Report

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H.1., File # PWS24-1865

Meeting Date: 12/2/2024

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**TITLE**

**PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**



# Administrative Report

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J.1., File # PWS24-1866

Meeting Date: 12/2/2024

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To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: Department of Public Works

## TITLE

**DISCUSSION OF INTERSECTION ENHANCEMENTS AT BERYL STREET AND GUADALUPE AVENUE**

## EXECUTIVE SUMMARY

Based on discussion and recommendation by the Public Works and Sustainability Commission (PWSC), City staff is bringing forward an all-way stop engineering study and a proposed crosswalk design (mutually exclusive) for the Beryl Street & Guadalupe Avenue intersection. All analyses, resident surveys, engineering, and design were performed by City engineering staff. Notice of this meeting was provided to residents within 300 feet of the Beryl/Guadalupe intersection. Staff is seeking input and direction on this matter from the public and the PWSC.

## BACKGROUND

In 2022, a resident(s) requested an all-way stop at the intersection of Beryl Street and N Guadalupe Avenue. At the time, the City performed the engineering analyses and resident surveys per the City's All-Way Stop Policy, but neither the resident support threshold nor the engineering analyses thresholds allowing advancement were met. Therefore, the all-way stop request was closed at that time. In August 2024, a resident of the area contacted the City requesting pedestrian crossing safety improvements at the same intersection, either via an all-way stop or a marked crosswalk. In consultation with the Councilmember for District 2, staff brought forward a proposal for a marked and enhanced crosswalk at this location to the PWSC on September 23, 2024 (see **Attachment 1**). At that meeting, staff was directed to re-study the potential to install an all-way stop in accordance with the City's All-Way Stop Policy. This agenda item presents both options, although staff strongly recommends against installing an all-way stop based on traffic count data and guidance from the CAMUTCD. Legal uncontrolled crosswalks already exist at this intersection and drivers are required to yield to pedestrians with an intent to cross. Directional curb ramps exist at this intersection to cross in all directions, which may encourage pedestrians to cross Beryl, despite the absence of marked crosswalks and/or intersection controls for the Beryl approaches. Marked crosswalks exist to cross Guadalupe. Streetlights are present at all four corners. Beryl Street is designated as a Secondary Arterial in the City's current Circulation Element, while Guadalupe Avenue is a local residential street.

## ANALYSIS:

### All-Way Stop

The City Council's All-Way Stop Policy requires both an engineering study and resident survey to be conducted prior to recommendation and approval of an all-way stop. The engineering study consists of a review of documented and correctable collisions, traffic counts, an alternatives analysis, and meeting various warrants as prescribed in the CAMUTCD. The resident survey requires a 66% supportive response rate within 150-feet of the intersection in order to move the process forward.

### Resident Survey



Staff mailed a survey to the 122 residences within 300 feet of the subject intersection. The reason a 300-foot radius was used rather than the policy radius of 150 feet was due to previous public noticing when the proposed crosswalk was discussed at the PWSC in September 2024. Both the 150-foot and 300-foot criteria were considered for the purposes of this study. The letter included a QR code to allow respondents to complete the survey electronically. The City also allows survey responses via email, USPS mail, and in-person at City Hall. The responses were due by October 24, 2024.

Through this date the City received 13 valid responses within 150 feet of the subject intersection, 11 in support and two (2) opposed. Under the larger 300-foot radius, the City received 37 responses, 35 supportive and two opposed. Therefore, the overall support rate for an AWS at this intersection under the 150-foot policy radius would be 32%, with a total response rate of 38%. This is below the threshold to advance the AWS request on the merits of resident support alone. A table summarizing responses is included as **Attachment 2**. Under the 300-foot radius, the conclusions are the same. In addition, the City received two (2) supportive responses from residents located outside the 300-foot radius.

### Engineering Study

The 2014 CAMUTCD provides guidance for the installation of all-way stop controls. The 2023 federal MUTCD expands upon this guidance by outlining specific warrants for proposed all-way stop intersections. Future versions of the CAMUTCD must be in substantial compliance with the federal MUTCD, but the criteria found in both the MUTCD and CAMUTCD are largely the same. For the purposes of improved clarity, this study is based on the federal MUTCD. Section 2B of the MUTCD presents the following warrants that should be met if an all-way stop is being considered:

- **AWSC Warrant A: Crash Experience** - When there are five or more reported crashes in a 12-month period (or 6+ in 36 months) 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.
- **AWSC Warrant B: Sight Distance** - Where sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road.
- **AWSC Warrant C: Transition to Signal Control** - Where an all-way stop may be installed at locations as an interim measure while arrangements are being made for the installation of a full traffic signal.
- **AWSC Warrant D: 8-Hour Volume** - 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.
- **AWSC Warrant E: Other Factors** - The MUTCD also provides other criteria that may be considered, including:
  - The need to control left-turn conflicts;
  - 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;
  - Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

Other sections of the MUTCD that should be considered with respect to AWS consideration include:

- **2B.06.06** - STOP signs shall not be used for speed control.
- **2B.12.02** - All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.

**Attachment 3** shows City engineering staff's analysis of the AWS warrants based on visibility analyses, available crash data, and traffic counts collected at the intersection in October 2024.

As outlined in Attachment 3, none of the AWS warrants were met. One reported crash occurred at the intersection per Warrant A, no sight distance issues were identified by multiple City engineers per Warrant B, signal and volume warrants were not met per Warrants C and D, and most of Warrant E was not met based on traffic data. Of particular note, Beryl is a busier street that has a higher functional classification compared to Guadalupe. At this intersection, only 13% of vehicular traffic originates from Guadalupe. An AWS would require 87% of traffic to stop for just the remaining 13% of traffic, which violates guidance from the MUTCD.

Because almost every AWS warrant was not met, and the City's resident support thresholds were also not met, staff strongly recommends against installing an AWS at this location. While an AWS could improve pedestrian crossing safety by providing a controlled crossing, other alternatives are available and should be considered. The existence of an all-way stop does not necessarily mean that drivers would yield to pedestrians, especially at locations that do not meet warrants from the MUTCD.

#### **Marked and Enhanced Crosswalk**

Other tools besides an all-way stop are available and used widely in our society to achieve the same goals of improving pedestrian safety and lowering speeds at intersections. Because neither the resident support threshold nor the MUTCD AWS warrants were met, engineering staff's recommendation remains that a marked and enhanced crosswalk be installed at this location. **Attachment 1** provides the prior analysis of the proposed crosswalk. **Attachment 4** provides a clear description of the process to staff's recommendation, the proposed crosswalk design and countermeasures, and additional traffic analyses that addresses community concerns.

The FHWA published the *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, which assists local agencies in determining the most appropriate pedestrian crossing treatments at an intersection based on traffic volumes, number of lanes, and speed limits. The guide outlines the various steps to arrive at potential countermeasures, such as collecting data, engaging the public, analyzing crashes, and drafting design. As shown in Attachment 4 and as shown in the collected traffic data, Beryl Street has an average daily traffic (ADT) below 9,000 vehicles per day, has a speed limit of 30 mph, and contains three (3) lanes without a raised median. The matrix shown in Table 1 of Attachment 4 show the appropriate countermeasures that could be compatible for this location. These are:

1. High-visibility crosswalk markings
2. Raised crosswalk
3. Advance yield markings and signage
4. In-street crossing signage
5. Curb extensions
6. Pedestrian refuge island
7. Rectangular Rapid Flashing Beacon (RRFB)
9. Pedestrian Hybrid Beacon (PHB)

Each of these suggested countermeasures are technically compatible at this intersection, however not every one of them is required to be installed to address safety concerns. Agencies have wide leverage to choose

which countermeasures are appropriate based on engineering judgement and available funds. As previously presented to the PWSC, staff proposes an enhanced crosswalk at this intersection with countermeasures 1, 3, 4, 5, and 6. Staff does not recommend a raised crosswalk (#2) at this time due to cost. Staff does not recommend a PHB (#9) due to cost and general confusion surrounding the installation of PHBs at intersections. PHBs can cost as much as a full traffic signal and visually look like a traffic signal, despite not providing signalized approaches to the minor street. Staff is neutral on installing an RRFB (#7) at this location. RRFBs, which are pedestrian activated flashing lights, as shown in Attachment 4, have been proven to improve driver yielding. The City recently installed its most recent RRFB on Avenue I in the Riviera Village. Although considered low cost and easy to install, staff have heard complaints about the intensity and effects of rapid flashing yellow lights on adjacent homes, and the volume of required accessible voice messages when the buttons are pushed. Time of day programming and shields can somewhat mitigate the effects of flashing lights and speech messages. The combination of the other countermeasures can be considered sufficient to improve pedestrian safety at this intersection without adding an RRFB, but an RRFB can also be installed as a sixth measure, costing an additional \$20,000.

It should also be noted that the installation of a curb extension here is not absolutely critical to providing a safer crosswalk with the addition of the median refuge island. This is important in that street sweeping is a conflicting concern. Excluding installation of a curb extension would mean only one parking space would be preserved and visibility between drivers and pedestrians would remain as is at that particular corner.

Staff also heard concerns regarding repurposing the center turn lane along Beryl at this intersection to provide a pedestrian refuge island, which would require left-turns from westbound Beryl to be performed in the through lane. Staff performed a level of service (LOS) and delay analysis of this intersection during the AM and PM peak hours using existing data and if the center turn lane were repurposed to provide a pedestrian refuge island. Attachment 4 shows that the center turn lane does not have a material effect on intersection operations, and that queuing and delay would not substantially increase if southwest bound left-turns were performed in the through lane.

In the future, if funds and engineering analyses allow, the City may choose to install permanent curb extensions and a median refuge island.

If the PWSC recommends installation of the marked crosswalk, modular median and modular curb extension, construction can start when the modular equipment arrives, the striping contractor is scheduled, and crew availability is confirmed. The estimated cost of materials and to perform this work is approximately \$15,000 and can be accommodated by the City's Traffic Calming budget. This cost is similar to installing a set of speed cushions.

### **COORDINATION**

Coordination of this evaluation and report took place within the Public Works Department and with the Councilmember for District 2.

### **ATTACHMENTS**

- 1 - PWSC Administrative Report and Attachments (September 2024)
- 2 - AWS Resident Survey Results
- 3 - AWS Engineering Study
- 4 - Crosswalk Countermeasure Selection



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# Administrative Report

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Date: September 23, 2024

**To: Public Works and Sustainability Commission**

**From: Department of Public Works**

**Subject: DISCUSSION OF MARKED AND ENHANCED CROSSWALK AT BERYL STREET AND GUADALUPE AVENUE**

**SUMMARY:**

Based on a resident request and discussion with the Councilmember for District 2, City staff is bringing forward an analysis and proposed design for marked and enhanced crosswalk improvements at the Beryl Street & Guadalupe Avenue intersection. The analysis, engineering and design proposal was performed by City engineering staff. Notice of this meeting was provided to residents within 300 feet of the Beryl/Guadalupe intersection. Staff is seeking input and direction on this matter from the public and the PWSC. If recommended by the PWSC, staff will proceed with the installation of the marked crosswalk, modular median, and possible modular curb extension.

**BACKGROUND:**

In 2022, a resident(s) requested an all-way stop at the intersection of Beryl Street and N Guadalupe Avenue. At the time, the City performed the engineering analyses and resident surveys per the City's All-Way Stop Policy, but neither the resident support threshold nor the engineering analyses thresholds were met. Therefore, the all-way stop request was closed at that time. In August 2024, a resident of the area contacted the City requesting pedestrian crossing safety improvements at the same intersection, either via an all-way stop or a marked crosswalk. Staff believes it is highly unlikely that the conclusions that did not warrant an all-way stop at this location have changed since then. A major technical reason an all-way stop could be considered infeasible at this intersection is the difference between the two intersecting streets in regards to traffic volumes, width, and functional classification. An all-way stop would likely result in poor compliance at the Beryl approaches. Therefore, City staff with support from the Councilmember for District 2 decided to analyze the location for a marked and enhanced crosswalk. Legal uncontrolled crosswalks already exist at this intersection and drivers are required to yield to pedestrians with an intent to cross. Directional curb ramps already exist at this intersection to cross in all directions, which may encourage pedestrians to cross Beryl, despite the absence of marked crosswalks and/or intersection controls for the Beryl approaches. Marked crosswalks already exist to cross Guadalupe. Streetlights are present at all four corners.

**ANALYSIS:**

Staff engineers from the City visited the intersection, performed sight distance analyses, and laid out potential marked crosswalk options. Staff found adequate stopping sight distance

and visibility at this intersection, and that marked crosswalks could encourage more driver yielding compliance when pedestrians are crossing the street. The nearest marked crosswalks across Beryl are at PCH (350 feet west) and at Irena (450 feet east). Although other marked crosswalks are in relatively close proximity to Guadalupe, people traveling along Guadalupe are highly unlikely to divert to PCH or Irena and add 700-900 feet of walking distance to cross Beryl.

Staff proposes to install a marked crosswalk with enhancements on the northeast leg (furthest from PCH) of the Beryl/Guadalupe intersection. Because Beryl contains one travel lane in each direction and has a speed limit of 30 mph, stop sign or signalized controls are not necessarily required. Per the FHWA's *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*, high visibility crosswalk markings and signage should always be considered. Additional treatments can be considered such as yield markings, curb extensions, in-street signage, and median refuge islands. Therefore, staff is proposing two possible quick-build treatments to improve crosswalk safety and driver compliance.

The first treatment is a modular raised median that occupies the existing two-way center turn lane, with an opening for the marked crosswalk. Repurposing this section of the center turn lane would allow for an eight-foot-wide pedestrian refuge island. Pedestrian refuge islands are common crosswalk safety treatments intended to reduce the amount of space pedestrians occupy that are exposed to motor vehicle traffic in the intersection. They allow pedestrians to focus on and cross one travel direction at a time, with dedicated space in the middle to wait if necessary. The pedestrian refuge island would contain crosswalk signage for enhanced visibility and reflective treatments to warn drivers of its presence. Less experienced or able crosswalk users such as younger children and older adults would benefit particularly from the presence of a median refuge island. Motorists heading southeasterly or southwesterly and intending to make a left-turn at the intersection would decrease, which also improves safety. If a pedestrian refuge island is installed, left-turning drivers from southwest bound Beryl Street would be required to start their turns from the through lane, and left-turn drivers from southeast bound Guadalupe onto Beryl would have to directly enter the through lane rather than perform a shallower turn into the two-way turn lane. Based on staff's visits to this area, this would not result in substantial vehicular traffic congestion. Turning volumes are relatively low, traffic volumes on residential streets that intersect Beryl in this area are low, and there are plenty of gaps in traffic to perform desired turning movements without impeding other traffic. Drivers turning from Beryl may also perform part of their turn within the center turn lane area beyond the raised median, and any through-moving drivers behind them can maneuver around. Streets with medians that require turns from through lanes are common throughout the area, and also offer traffic calming benefits. Slower speeds at this intersection will decrease the frequency and severity of traffic collisions. The benefits of providing safer crosswalks and improved walkability outweigh unlikely traffic queuing issues in staff's opinion.

The second treatment, which can be included or not independently, would be a modular curb extension at the northeast corner of the intersection, along the Beryl approach towards

PCH. Curb extensions (bulb-outs) also reduce the space pedestrians are exposed within the intersection and shorten the overall crossing distance. In this case, they would allow pedestrians to enter the roadway while being protected by a curb and be more visible to drivers that are required to yield. The addition of a curb extension here would also allow the City to install crosswalk signage further into the street and reduce the amount of red curb required at this crosswalk in accordance with AB 413, from 20 feet to 15 feet. AB 413 was discussed at the PWSC in March 2024. This would allow for the preservation of two parking spaces along the north side of Beryl Street if the driveway red curb for 607 Beryl was reduced by three (3) feet. The driveway slope would remain red. The proposed curb extension is expected to be approximately 5-6 feet wide, which allows for a gap along the gutter for drainage flow. The installation of a modular curb extension here may affect street sweeping along this corner which has been a concern of residents with other installations of curb extensions. In those cases, it is being mitigated by use of a trial porter service. Results from the trial will inform how the City moves forward with this permanently. Other solutions to the street sweeping conflict are available.

It should be noted that the installation of a curb extension here is not absolutely critical to providing a safer crosswalk compared to the median refuge island if street sweeping is the major concern. However, not installing a curb extension would mean only one parking space would be preserved and visibility between drivers and pedestrians would remain as is at that particular corner. Additionally, there would be no need for removal of red curb southwest of the driveway for 607 Beryl if the curb extension was not installed.

In the future, if funds and engineering analyses allow, the City may choose to install permanent curb extensions and a median refuge island. **Attachment 1** shows examples of modular median refuge islands. **Attachment 2** show the proposed striping and signage plan for the crosswalk.

If the PWSC recommends installation of the marked crosswalk, modular median and modular curb extension, construction can start when the modular equipment arrives, the striping contractor is scheduled, and crew availability is confirmed. The estimated cost of materials and to perform this work is approximately \$15,000 and can be accommodated by the City's Traffic Calming budget. This cost is similar to installing a set of speed cushions.

**COORDINATION:**

Coordination of this evaluation and report took place within the Public Works Department and with the Councilmember for District 2.

**Prepared by:**

*Ryan Liu, Transportation Engineer*

**Submitted by:**

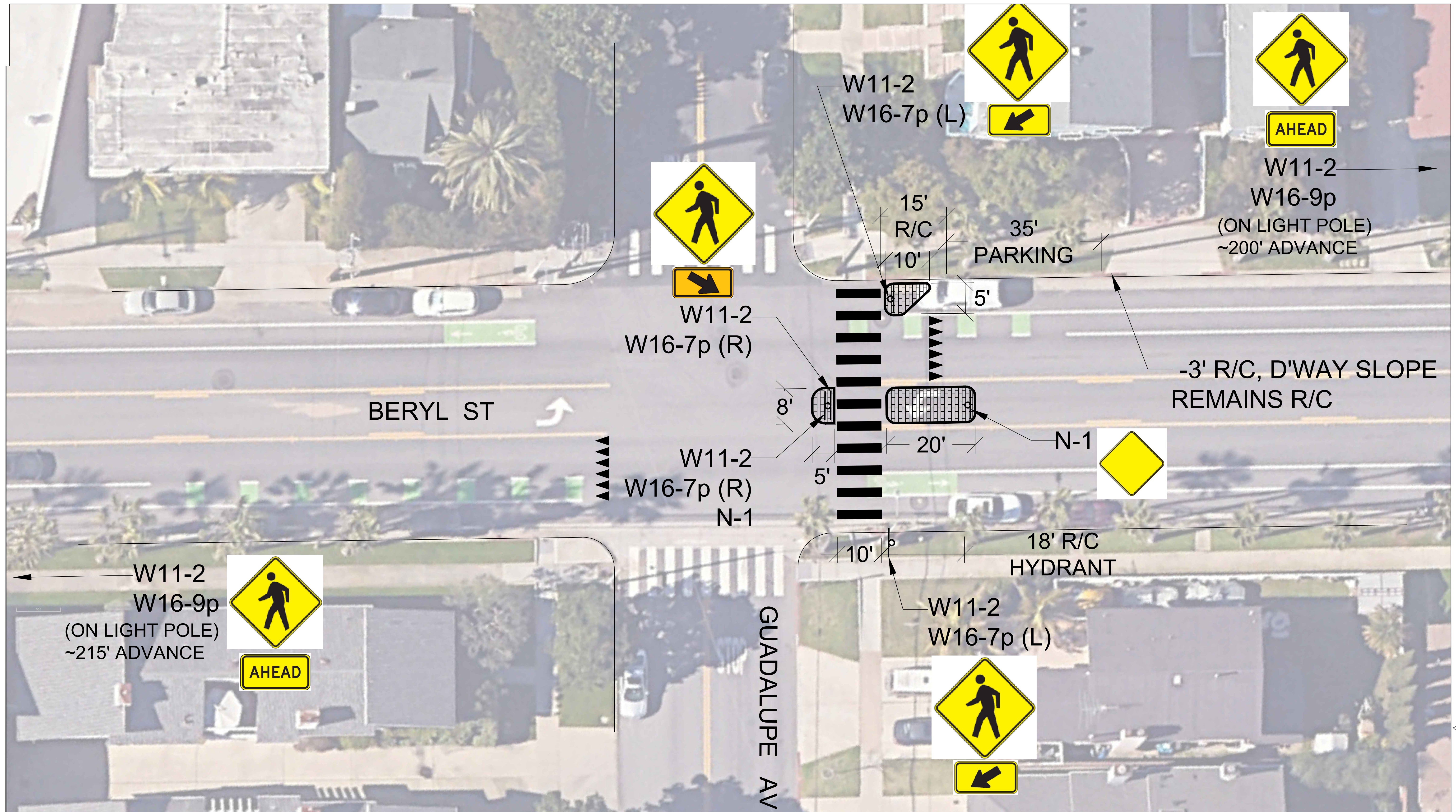
*Andrew Winje, Public Works Director*

**ATTACHMENTS:**

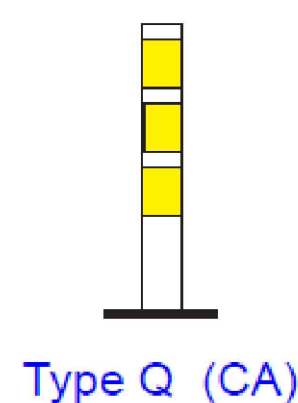
- 1 – Modular Median Refuge Islands and Curb Extensions
- 2 – Proposed Marked/Enhanced Crosswalk at Beryl/Guadalupe

# Attachment 1 - Modular Median Refuge Islands





TYPE Q MARKERS TO BE PLACED AT CORNERS OF PEDESTRIAN ISLAND



Type Q (CA)

1. EASTBOUND BERYL GREEN BIKE MARKING TO BE WET SANDBLASTED AND SHIFTED EAST SLIGHTLY.
2. WESTBOUND BERYL LEFT-TURN ARROW SHALL BE REMOVED.
3. ADDITIONAL DOUBLE SOLID YELLOW SHALL BE STRIPED IN VICINITY OF ISLAND.
4. CONFLICTING BIKE LANE GREEN MARKING SHALL BE REMOVED, ONE ADDITIONAL GREEN MARKING SHALL BE ADDED IN ADVANCE OF EXISTING MARKINGS.
5. 2' CROSSWALK BARS; 3' GAP

REVISIONS		CITY OF REDONDO BEACH					
DATE	DESCRIPTION	CALIFORNIA PUBLIC WORKS DEPARTMENT ENGINEERING SERVICES DIVISION					
		BERYL & GUADALUPE ENHANCED CROSSWALK SIGNING AND STRIPING PLAN					
		DRAWN	RL	CHECKED	LS	SCALE	N.T.S.
		APPROVED BY				DATE	
		CITY ENGINEER - RCE #					
		PROJECT NO.	SHEET NO. 1	DRAWING NO.			
		XXXXX	OF 1 SHEETS				



Response to Resident Survey for Support of AWS at Beryl Street & Guadalupe Avenue  
 Date Survey Sent 9/26/24

Address	Unit	Response Received			Method of Response				Comments
		Date	Yes	No	Counter	USPS	Email	QR / URL	
509 BERYL ST	APT 1								
509 BERYL ST	APT 2								
509 BERYL ST	APT 5								
509 BERYL ST	APT 4	09/29/24	x					x	A crosswalk is much needed.
509 BERYL ST	APT 7								
509 BERYL ST	APT 8								
509 BERYL ST	APT 6								
509 BERYL ST	APT 3								
523 BERYL ST		10/23/24	x					x	Hi Ryan et al, As you know I am favor of a stop sign first and at least enhanced crosswalks, and am excited for this project to move forward. Thank you so much for your efforts here! There are definitely traffic and visibility issues that are creating an unsafe ability to cross the street on a daily basis - as well as difficulty even in a car. Oncoming traffic is going down a hill and are GAINING speed and often don't see cars or people. I and others have experienced cars almost hitting us and our pets and kids as we try to cross the street. The residential streets east of Guadalupe and Beryl have all way stop signs that are flashing as well as crosswalks. Guadalupe has neither and are the closest to PCH. Even the streets west of PCH all have stop signs. This is an urgent and important matter that I look forward to working with the city to resolve this safety issue. Thank you for your time..
607 BERYL ST	UNIT 7	10/15/24		x				x	There are already too many stop signs in Redondo Beach. I do not want the additional noise of cars, trucks and motorcycles stopping and then accelerating past my home. My front door and master bedroom window face Beryl St. The noise from vehicles stopping & accelerating can be heard from PCH all the way up the hill to every stop sign that has been added on Beryl. PLEASE NO MORE!!! Thank you for your consideration, Ken Pirog
607 BERYL ST	UNIT 9	09/29/24	x					x	When coming from PCH to that intersection, you can't see westbound traffic without pulling out into Beryl. Dangerous corner.
607 BERYL ST	UNIT 8								
624 N GUADALUPE AVE	UNIT B								
624 N GUADALUPE AVE	UNIT A								
624 N GUADALUPE AVE	UNIT C								
625 N GUADALUPE AVE	UNIT 5	09/29/24	x					x	Please yes! It is difficult to cross Beryl because of vision impairment. I also worry about my grandchildren crossing.
625 N GUADALUPE AVE	UNIT 1	09/28/24	x					x	Redondo Beach - we have lived here for 10+ years and have personally witnessed a dozen or more traffic accidents in this intersection. Motorists will often cut across Beryl to get to/from high school. Also Hudson House draws a steady stream of patrons, especially Tuesdays, searching for parking in our neighborhood. The increase of unfamiliar or impatient drivers is dangerous. Many children often cross that intersection before/after school as well. A stop sign and a YELLOW crosswalk are LONG overdue. Please install before someone gets killed.
625 N GUADALUPE AVE	UNIT 3	10/11/24	x					x	
625 N GUADALUPE AVE	UNIT 2								
625 N GUADALUPE AVE	UNIT 4								
626 N GUADALUPE AVE		10/05/24	x					x	
627 N GUADALUPE AVE	UNIT 5								
627 N GUADALUPE AVE	UNIT 2								
627 N GUADALUPE AVE	UNIT 4								
627 N GUADALUPE AVE	UNIT 3	10/02/24		x				x	
627 N GUADALUPE AVE	UNIT 1	09/30/24	x					x	Redondo Beach
628 N GUADALUPE AVE									
705 N GUADALUPE AVE		09/28/24	x					x	A crosswalk doesn't solve the dangerous intersection problem for cars. A stop sign solves both problems for pedestrians and cars.
706 N GUADALUPE AVE	UNIT 4								
706 N GUADALUPE AVE	UNIT 6								
706 N GUADALUPE AVE	UNIT 2								
706 N GUADALUPE AVE	UNIT 3	09/30/24	x					x	YES vote for All-Way stop at my corner! Numerous accidents here over the years.
706 N GUADALUPE AVE	UNIT 5	09/28/24	x					x	4 way stop needed more than crosswalk.
706 N GUADALUPE AVE	UNIT 1								
618 N GUADALUPE AVE	APT C	09/30/24	x					x	We need the sign
618 N GUADALUPE AVE	APT B								
618 N GUADALUPE AVE	APT A								

422 N GERTRUDA AVE									
422 N GERTRUDA AVE	UNIT A								
705 N IRENA AVE	APT 3	09/27/24	x				x		
705 N IRENA AVE	APT 1								
705 N IRENA AVE	APT 2								
705 N IRENA AVE	APT 4								
712 N GUADALUPE AVE	APT 1								
712 N GUADALUPE AVE	APT 3								
712 N GUADALUPE AVE	APT 4								
712 N GUADALUPE AVE	APT 6								
712 N GUADALUPE AVE	APT 2								
712 N GUADALUPE AVE	APT 5								
621 N GUADALUPE AVE	APT 3								
621 N GUADALUPE AVE	APT 4	09/30/24	x					x	We need all-way stop! This intersection is very dangerous and we've personally witnessed many accidents there. Also, a lot of kids live on this street. All-way stop is the only viable solution to bring more safety to the adjoining streets.
621 N GUADALUPE AVE	APT 2								
621 N GUADALUPE AVE	APT 1	10/06/24	x					x	Its a very dangerous intersection.
707 N IRENA AVE	APT B								
707 N IRENA AVE	APT A								
424 N GERTRUDA AVE	UNIT B								
424 N GERTRUDA AVE	UNIT A								
707 N GUADALUPE AVE		09/29/24	x					x	The stop is necessary as people tend to start racing down the hill as soon as they see a green light to try and make it through. This is likely due to the long wait time to cross PCH at certain times of day,
622 N GUADALUPE AVE	UNIT C	09/29/24	x					x	Fully supportive of enhanced sidewalks. This intersection is inconsistent with others further up the hill on Beryl St, all of which have all-way stop signs. It is less safe for both pedestrians and cars, and with the Elementary school nearby there are also a lot of children who walk or bike around these streets.
622 N GUADALUPE AVE	UNIT B	10/01/24	x					x	Anything we can do to make that intersection safer would be great!
622 N GUADALUPE AVE	UNIT A	10/02/24	x					x	This is a dangerous intersection with near accidents occurring daily.
612 BERYL ST		10/08/24	x					x	Based on how busy Beryl St is and how fast cars go up and down it, we are very much in favor of an additional stop sign at Beryl and Guadalupe. That would also make it much easier (and safer) to cross the street. This is a neighborhood where all of the residents are out walking all the time. So the more stop signs and safety the better. Thanks for considering.
615 BERYL ST		10/01/24	x					x	I'm in favor of a crosswalk here to prevent speeding cars, but it may potentially create a traffic jam on PCH/Beryl ( for cars going North on Beryl).
619 N GUADALUPE AVE	UNIT 2	09/28/24	x					x	Thank you for considering this. I do want to comment that if there is consideration for removing the turn lanes, I think that would cause increased chaos at the intersection. I think the safest is a 4 way stop with blinking lights as pedestrians walk across Beryl.
619 N GUADALUPE AVE	UNIT 1	09/28/24	x					x	Yes! If a 4 way stop would be preferred
619 N GUADALUPE AVE	UNIT 5								
619 N GUADALUPE AVE	UNIT 4	10/03/24	x				x		
619 N GUADALUPE AVE	UNIT 3								
619 N GUADALUPE AVE	UNIT 6								
508 N PACIFIC COAST HWY	APT 1								
508 N PACIFIC COAST HWY	APT 2								
508 N PACIFIC COAST HWY	APT 4	10/19/24	x					x	Crosswalks would be welcomed.
508 N PACIFIC COAST HWY	APT 5								
508 N PACIFIC COAST HWY	APT 6								
619 BERYL ST									
709 1/2 N IRENA AVE									
709 N IRENA AVE									
616 N GUADALUPE AVE	UNIT 1								
616 N GUADALUPE AVE	UNIT 7	10/19/24	x					x	The left turn from Guadalupe to Beryl is very dangerous. Visibility is not good with cars parked on Beryl, blocking the view of incoming traffic. An all way stop will fix this; I don't see how enhanced crosswalks will fix that issue.
616 N GUADALUPE AVE	UNIT 5								
616 N GUADALUPE AVE	UNIT 4								
616 N GUADALUPE AVE	UNIT 3	10/09/24	x				x		
616 N GUADALUPE AVE	UNIT 2								
616 N GUADALUPE AVE	UNIT 6								
616 N GUADALUPE AVE	OFC								
428 N GERTRUDA AVE									
500 N PACIFIC COAST HWY									

420 N GERTRUDA AVE	UNIT A									
420 N GERTRUDA AVE	UNIT B									
420 N GERTRUDA AVE	FRNT	10/05/24	x					x		
617 BERYL ST										
620 BERYL ST	UNIT 18									
620 BERYL ST	UNIT 13									
620 BERYL ST	UNIT 16									
620 BERYL ST	UNIT 11									
620 BERYL ST	UNIT 14	10/07/24	x					x		My husband and I both agree to All-Way Stop Control because this would help slow the speed of cars driving up and down Beryl in both directions.
620 BERYL ST	UNIT 1									
620 BERYL ST	UNIT 2									
620 BERYL ST	UNIT 15									
620 BERYL ST	UNIT 12									
620 BERYL ST	UNIT 10									
620 BERYL ST	UNIT 3	10/01/24	x					x		It is needed for the safety of pedestrians, cyclists and children.
620 BERYL ST	UNIT 5	10/05/24	x				x			I had an accident @this corner & it's very dangerous to walk across. At the very least paint the curb <u>RED</u> from NE corner to first driveway to the east. One must step into the traffic to see if they can cross when walking.
620 BERYL ST	UNIT 9									
620 BERYL ST	UNIT 4									
620 BERYL ST	UNIT 7									
620 BERYL ST	UNIT 8									
620 BERYL ST	UNIT 6	10/04/24	x					x		Redondo Beach
620 BERYL ST	UNIT 17									
710 N GUADALUPE AVE	UNIT 5									
710 N GUADALUPE AVE	UNIT 6	09/30/24	x					x		Long overdue. Many close calls with auto vs auto and auto vs pedestrians/cyclists
710 N GUADALUPE AVE	UNIT 2									
710 N GUADALUPE AVE	UNIT 3									
710 N GUADALUPE AVE	UNIT 4	10/01/24	x				x			
710 N GUADALUPE AVE	UNIT 1									
710 N GUADALUPE AVE	OFC									
620 N GUADALUPE AVE		10/02/24	x					x		
620 1/2 N GUADALUPE AVE										
426 N GERTRUDA AVE										
614 BERYL ST										
611 BERYL ST										
510 N PACIFIC COAST HWY										
		122	37	35	2	0	3	7	27	

INSIDE 150-FT RADIUS

- All Residences - Ratio in support 32%
- Responding Residences - Ratio in support 85%
- All Residences - Ratio opposed 6%
- Responding Residences - Ratio opposed 15%
- Total Resonse Rate 38%
- Responses per QR/URL 69%

INSIDE 300-FT RADIUS

- All Residences - Ratio in support 29%
- Responding Residences - Ratio in support 95%
- All Residences - Ratio opposed 2%
- Responding Residences - Ratio opposed 5%
- Total Resonse Rate 30%
- Responses per QR/URL 73%

Outside of radius

613 N Guadalupe #2 x x

615 N Guadalupe #1 x x Redondo Beach

**MUTCD 2B.06.06 -**

STOP signs shall not be used for speed control.

**2B.12.02 -**

All-way stop controls at intersections with substantially differing approach volumes can reduce the effectiveness of these devices for all roadway users.

**2B.13 - All-Way Stop Control Warrant A: Crash Experience**

5+ reported and correctable crashes in a 12-month period, 6+ crashes in a 36 month period

**2B.14 - Warrant B: Sight Distance**

Inadequate sight distance to cross

**2B.15 - Warrant C: Transition to Signal Control**

Interim measure for a future traffic signal

**2B.16 - Warrant D: 8-Hour Volume**

Major street approaches at least 300/hr for 8 hrs and minor street approaches at least 200/hr for same 8 hrs

**2B.17 - Warrant E: Other Factors**

A - Left-turn conflicts

B - Intersection of two streets of similar design and operating characteristics

C - Pedestrian and/or bicyclist movements

**Beryl/Guadalupe AWS Engineering Study**

2B.12.02 - Guadalupe approaches are 13% of intersection traffic

2B.13 - One (1) reported crash in last five years. Undetermined if correctable.

2B.14 - No sight distance issues

2B.15 - Signal warrants not met

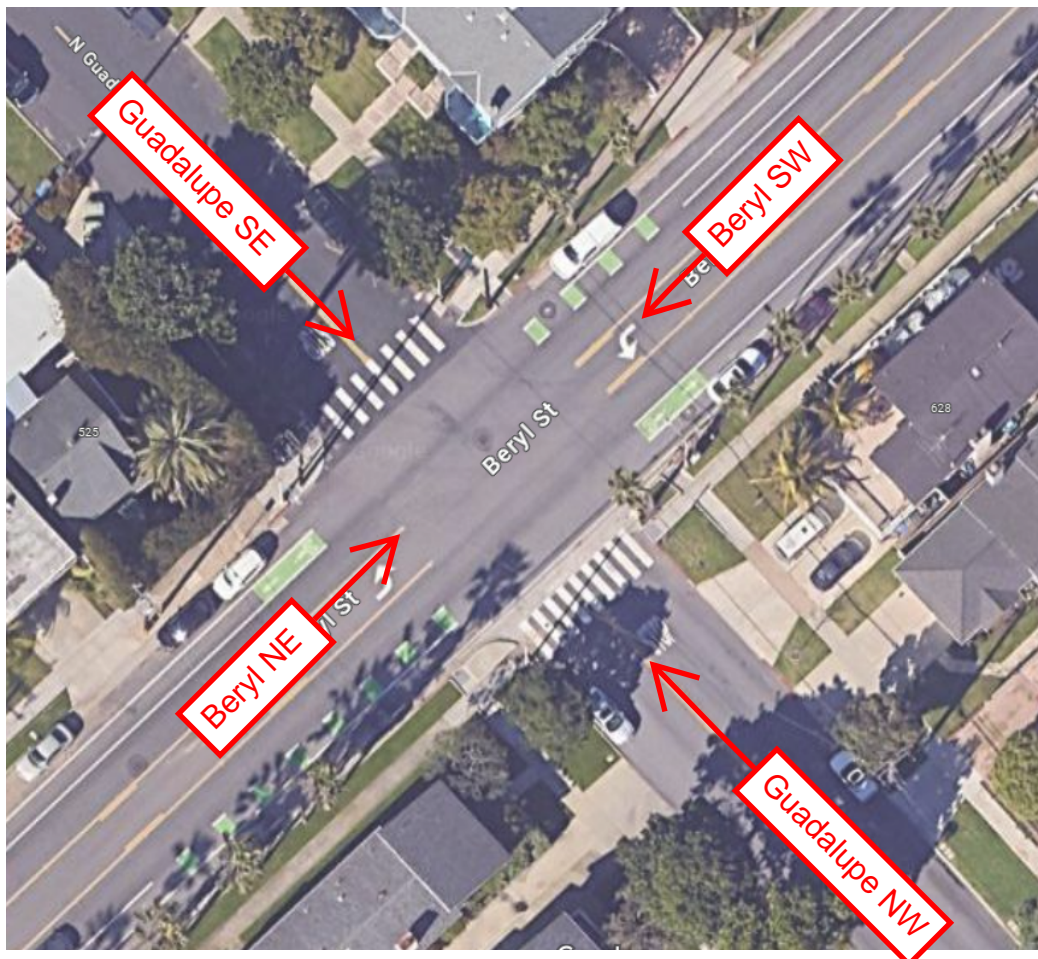
2B.16 - Volume warrant not met

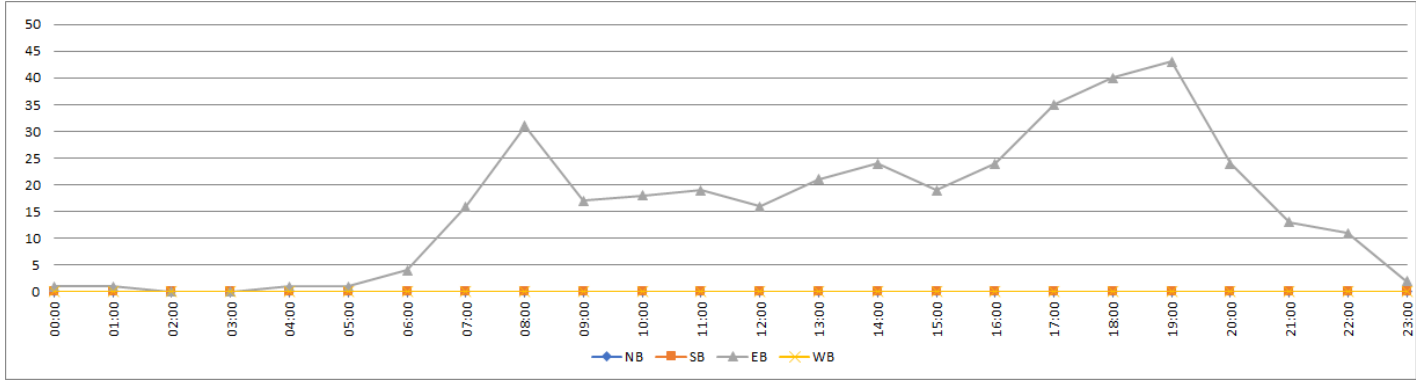
2B.17 -

A - Left-turn volumes low

B - Beryl is a wider collector, Guadalupe is a narrower local street

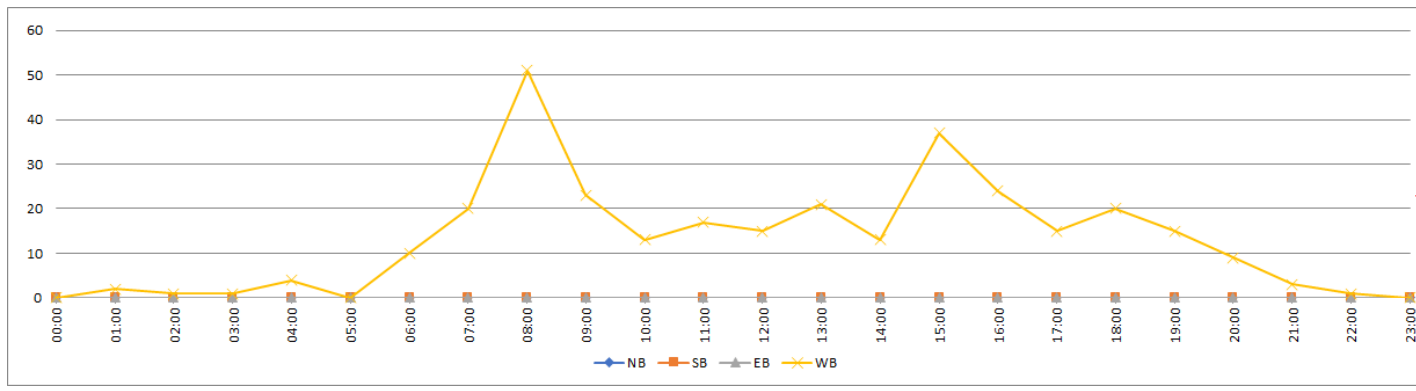
C - Guadalupe not a bike route. There could be a desire to provide a safer pedestrian crossing.





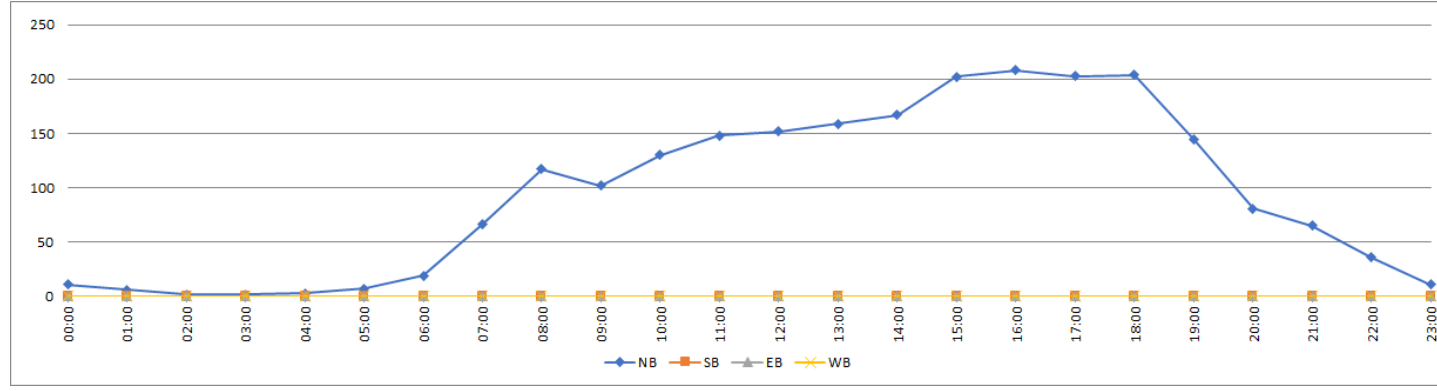
Guadalupe SE  
381 per day

Guadalupe approach volumes do not meet 200 units per hour for any eight hours. 696 ADT



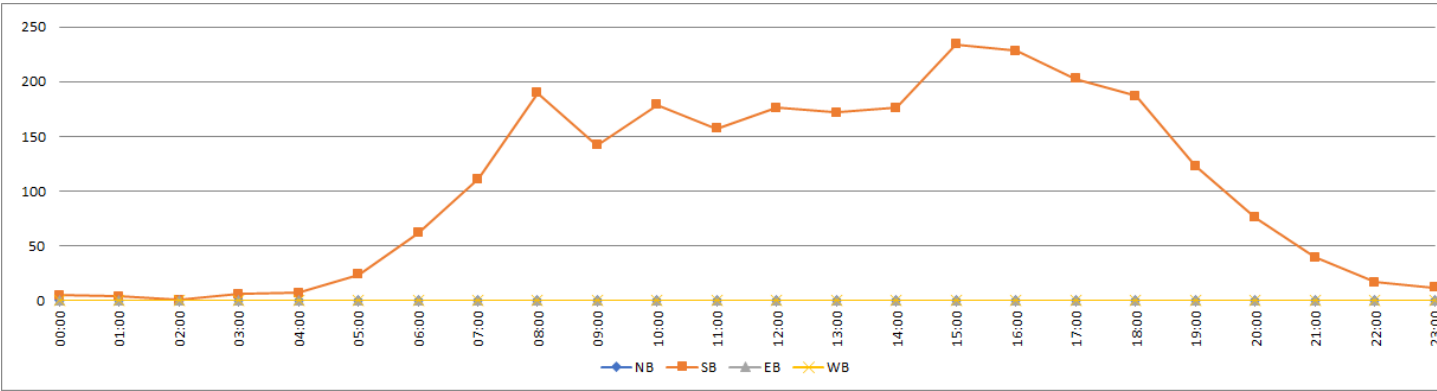
Guadalupe NW  
315 per day

Guadalupe approaches are only 13% of intersection traffic



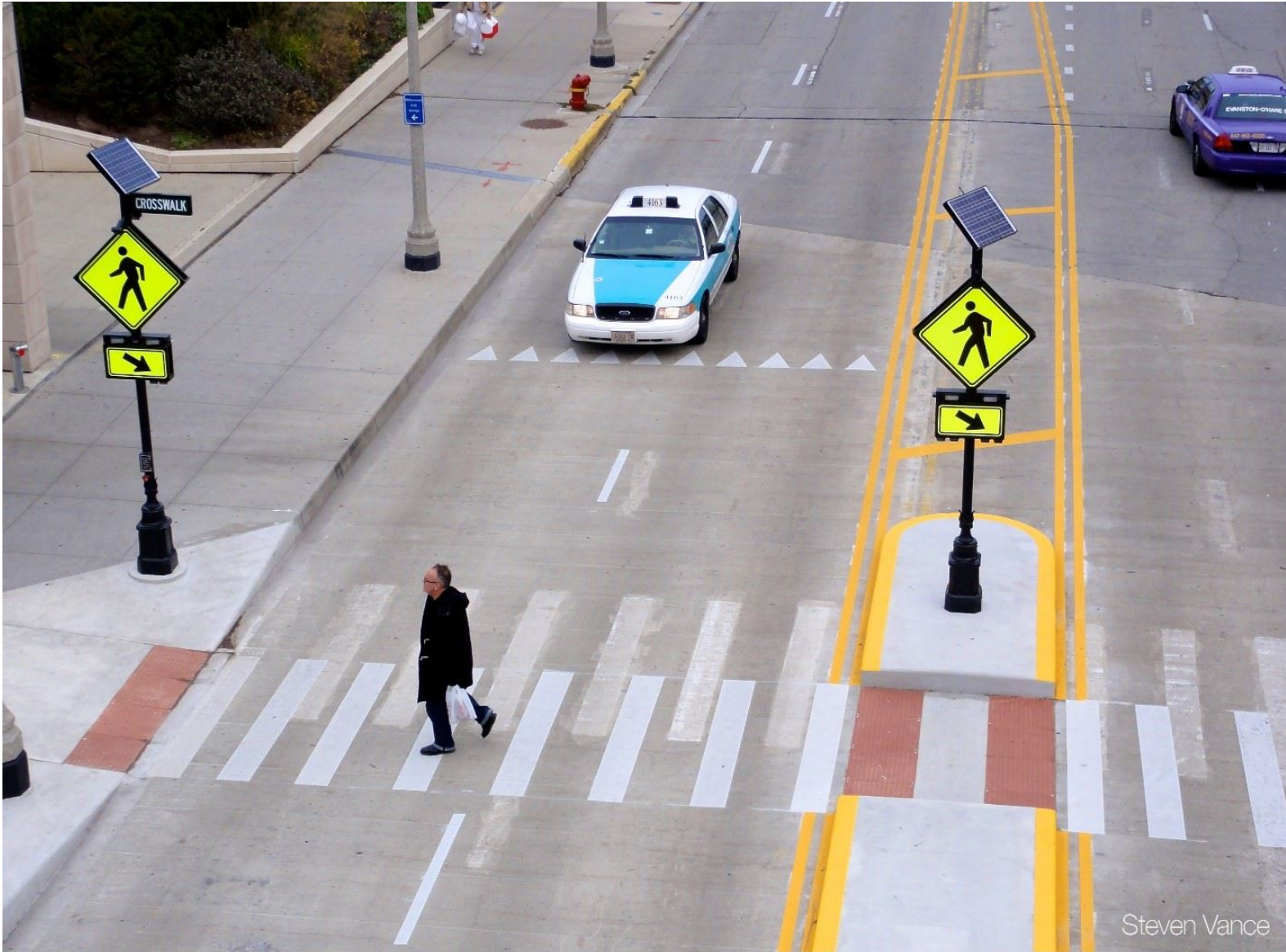
Beryl NE  
2247 per day

Beryl volumes are substantially higher. 4,779 ADT



Beryl SW  
2532 per day

Rectangular rapid flashing beacon



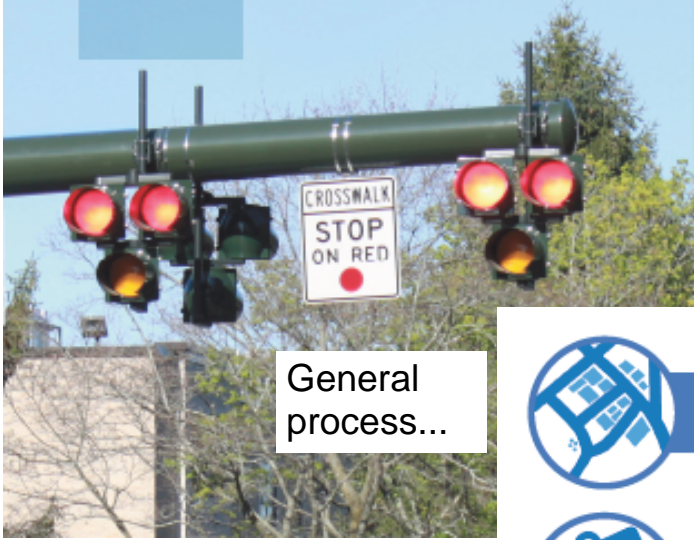


U.S. Department of Transportation  
Federal Highway Administration



Based on...

# Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations



General process...

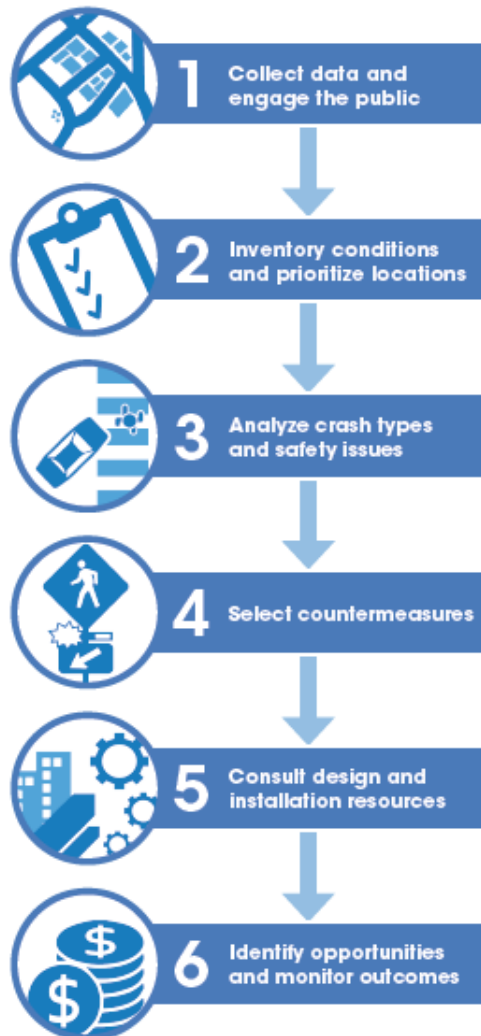


Figure 1. Process diagram for selecting countermeasures at uncontrolled pedestrian crossing locations.

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	① 2 4 5 6	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9	① 4 5 6 7 9	① 5 6 7 9	① 5 6 7 9
3 lanes with raised median (1 lane in each direction)	① 2 3 4 5	① ③ 5	① ③ 5	① 3 4 5	① ③ 5	① ③ 5	① ③ 4 5	① ③ 5	① ③ 5
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	① 2 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9	① 3 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9	① ③ 4 5 6 7 9	① ③ 5 6 7 9	① ③ 5 6 7 9
4+ lanes with raised median (2 or more lanes in each direction)	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 7 8 9	① ③ 5 8 9	① ③ 5 7 8 9	① ③ 5 8 9
4+ lanes w/o raised median (2 or more lanes in each direction)	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9	① ③ 5 6 7 8 9	① ③ 5 6 8 9

Given the set of conditions in a cell,

# Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.

● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.

○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.\*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

- ✓ 1 High-visibility crosswalk markings, parking restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
- 2 Raised crosswalk
- ✓ 3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
- ✓ 4 In-Street Pedestrian Crossing sign
- ✓ 5 Curb extension
- ✓ 6 Pedestrian refuge island
- ? 7 Rectangular Rapid-Flashing Beacon (RRFB)\*\*
- 8 Road Diet
- 9 Pedestrian Hybrid Beacon (PHB)\*\*

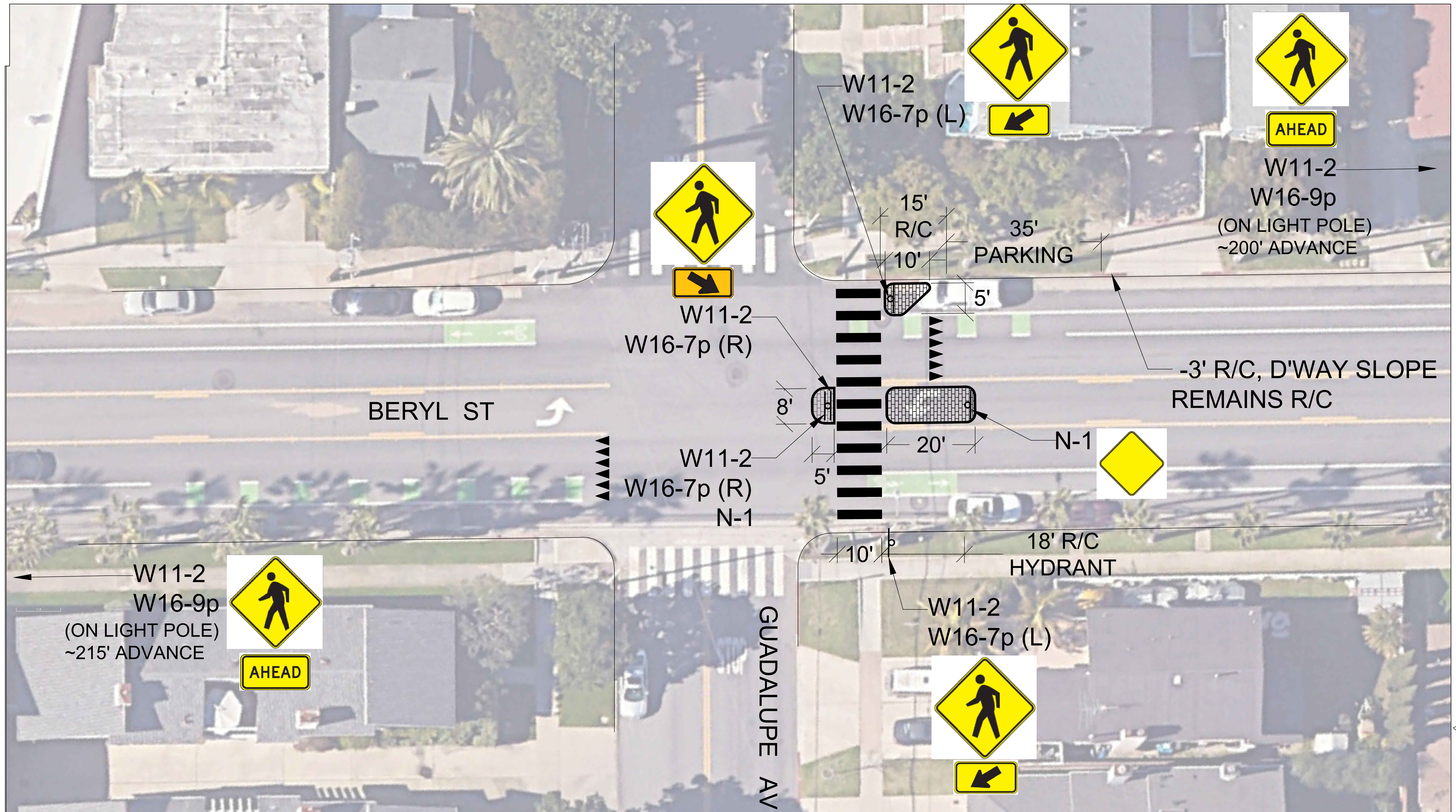
\*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

\*\*It should be noted that the PHB and RRFB are not both installed at the same crossing location.

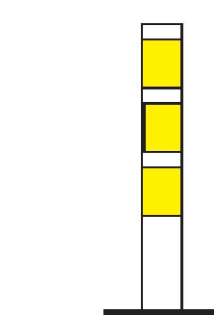
This table was developed using information from: Zegeer, C.V., J.R. Stewart, H.H. Huang, P.A. Lagerwey, J. Feaganes, and B.J. Campbell. (2005). Safety effects of marked versus unmarked crosswalks at uncontrolled locations: Final report and recommended guidelines. FHWA, No. FHWA-HRT-04-100, Washington, D.C.; FHWA. Manual on Uniform Traffic Control Devices, 2009 Edition. (revised 2012). Chapter 4F, Pedestrian Hybrid Beacons. FHWA, Washington, D.C.; FHWA. Crash Modification Factors (CMF) Clearinghouse. <http://www.cmfclearinghouse.org/>; FHWA. Pedestrian Safety Guide and Countermeasure Selection System (PEDSAFE). <http://www.pedbikesafe.org/PEDSAFE/>; Zegeer, C., R. Srinivasan, B. Lan, D. Carter, S. Smith, C. Sundstrom, N.J. Thirsk, J. Zegeer, C. Lyon, E. Ferguson, and R. Van Houten. (2017). NCHRP Report 841: Development of Crash Modification Factors for Uncontrolled Pedestrian Crossing Treatments. Transportation Research Board, Washington, D.C.; Thomas, Thirsk, and Zegeer. (2016). NCHRP Synthesis 498: Application of Pedestrian Crossing Treatments for Streets and Highways. Transportation Research Board, Washington, D.C.; and personal interviews with selected pedestrian safety practitioners.

All treatments can be considered, high visibility crosswalk markings, lighting, daylighting (restricting parking), and signage should always be considered.





TYPE Q MARKERS TO BE PLACED AT CORNERS OF PEDESTRIAN ISLAND



Type Q (CA)

1. EASTBOUND BERYL GREEN BIKE MARKING TO BE WET SANDBLASTED AND SHIFTED EAST SLIGHTLY.
2. WESTBOUND BERYL LEFT-TURN ARROW SHALL BE REMOVED.
3. ADDITIONAL DOUBLE SOLID YELLOW SHALL BE STRIPED IN VICINITY OF ISLAND.
4. CONFLICTING BIKE LANE GREEN MARKING SHALL BE REMOVED, ONE ADDITIONAL GREEN MARKING SHALL BE ADDED IN ADVANCE OF EXISTING MARKINGS.
5. 2' CROSSWALK BARS; 3' GAP

REVISIONS		CITY OF REDONDO BEACH		
DATE	DESCRIPTION	CALIFORNIA		
		PUBLIC WORKS DEPARTMENT		
		ENGINEERING SERVICES DIVISION		
		BERYL & GUADALUPE		
		ENHANCED CROSSWALK		
		SIGNING AND STRIPING PLAN		
		DRAWN	CHECKED	SCALE
		RL	LS	N.T.S.
		APPROVED BY		DATE
		CITY ENGINEER - RCE #		
		PROJECT NO.	SHEET NO. <u>1</u>	DRAWING NO.
		XXXXX	OF <u>1</u> SHEETS	





HCM 7th TWSC  
3: Guadalupe Av & Beryl St

10/08/2024

Intersection												
Int Delay, s/veh	3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	12	16	3	3	22	26	1	108	8	32	152	6
Future Vol, veh/h	12	16	3	3	22	26	1	108	8	32	152	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	17	3	3	24	28	1	117	9	35	165	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	370	366	168	367	365	122	172	0	0	126	0	0
Stage 1	238	238	-	124	124	-	-	-	-	-	-	-
Stage 2	132	128	-	243	241	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	587	562	876	589	563	929	1405	-	-	1460	-	-
Stage 1	765	708	-	880	793	-	-	-	-	-	-	-
Stage 2	872	790	-	760	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	532	548	876	555	549	929	1405	-	-	1460	-	-
Mov Cap-2 Maneuver	532	548	-	555	549	-	-	-	-	-	-	-
Stage 1	747	691	-	879	793	-	-	-	-	-	-	-
Stage 2	819	789	-	721	689	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	11.82	10.63	0.06	1.27
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1405	-	-	694	562	1460	-
HCM Lane V/C Ratio	0.001	-	-	0.08	0.06	0.024	-
HCM Control Delay (s/veh)	7.6	-	-	10.6	11.8	7.5	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0.1	-

HCM 7th TWSC  
3: Guadalupe Av & Beryl St

10/08/2024

Intersection												
Int Delay, s/veh	1.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	9	9	5	4	16	19	6	220	8	20	198	12
Future Vol, veh/h	9	9	5	4	16	19	6	220	8	20	198	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	10	5	4	17	21	7	239	9	22	215	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	526	526	222	520	528	243	228	0	0	248	0	0
Stage 1	265	265	-	257	257	-	-	-	-	-	-	-
Stage 2	261	261	-	264	272	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	462	457	818	467	456	795	1340	-	-	1318	-	-
Stage 1	740	689	-	748	695	-	-	-	-	-	-	-
Stage 2	744	692	-	742	685	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	424	447	818	444	446	795	1340	-	-	1318	-	-
Mov Cap-2 Maneuver	424	447	-	444	446	-	-	-	-	-	-	-
Stage 1	728	678	-	744	692	-	-	-	-	-	-	-
Stage 2	703	689	-	714	673	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v12.83		11.86	0.2	0.68
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1340	-	-	567	485	1318	-
HCM Lane V/C Ratio	0.005	-	-	0.075	0.052	0.016	-
HCM Control Delay (s/veh)	7.7	-	-	11.9	12.8	7.8	-
HCM Lane LOS	A	-	-	B	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-

HCM 7th TWSC  
3: Guadalupe Av & Beryl St

10/08/2024

Intersection												
Int Delay, s/veh	3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↗	↘			↕	
Traffic Vol, veh/h	12	16	3	3	22	26	1	108	8	32	152	6
Future Vol, veh/h	12	16	3	3	22	26	1	108	8	32	152	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	17	3	3	24	28	1	117	9	35	165	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	370	366	168	367	365	122	172	0	0	126	0	0
Stage 1	238	238	-	124	124	-	-	-	-	-	-	-
Stage 2	132	128	-	243	241	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	587	562	876	589	563	929	1405	-	-	1460	-	-
Stage 1	765	708	-	880	793	-	-	-	-	-	-	-
Stage 2	872	790	-	760	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	530	547	876	553	548	929	1405	-	-	1460	-	-
Mov Cap-2 Maneuver	530	547	-	553	548	-	-	-	-	-	-	-
Stage 1	745	690	-	879	793	-	-	-	-	-	-	-
Stage 2	819	789	-	719	687	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v	11.83	10.64	0.06	1.27
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1405	-	-	693	560	301	-
HCM Lane V/C Ratio	0.001	-	-	0.08	0.06	0.024	-
HCM Control Delay (s/veh)	7.6	-	-	10.6	11.8	7.5	0
HCM Lane LOS	A	-	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.3	0.2	0.1	-

HCM 7th TWSC  
3: Guadalupe Av & Beryl St

10/08/2024

Intersection												
Int Delay, s/veh	1.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Vol, veh/h	9	9	5	4	16	19	6	220	8	20	198	12
Future Vol, veh/h	9	9	5	4	16	19	6	220	8	20	198	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	10	5	4	17	21	7	239	9	22	215	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	526	526	222	520	528	243	228	0	0	248	0	0
Stage 1	265	265	-	257	257	-	-	-	-	-	-	-
Stage 2	261	261	-	264	272	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	462	457	818	467	456	795	1340	-	-	1318	-	-
Stage 1	740	689	-	748	695	-	-	-	-	-	-	-
Stage 2	744	692	-	742	685	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	423	446	818	443	445	795	1340	-	-	1318	-	-
Mov Cap-2 Maneuver	423	446	-	443	445	-	-	-	-	-	-	-
Stage 1	726	676	-	744	692	-	-	-	-	-	-	-
Stage 2	703	689	-	712	672	-	-	-	-	-	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s/v12.85		11.87	0.2	0.68
HCM LOS	B	B		

Minor Lane/Major Mvmt	NEL	NET	NERNWLn1	SELn1	SWL	SWT	SWR
Capacity (veh/h)	1340	-	-	566	483	155	-
HCM Lane V/C Ratio	0.005	-	-	0.075	0.052	0.016	-
HCM Control Delay (s/veh)	7.7	-	-	11.9	12.9	7.8	0
HCM Lane LOS	A	-	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.1	-



# Administrative Report

J.2., File # PWS24-1867

Meeting Date: 12/2/2024

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: Department of Public Works

## TITLE

DISCUSSION OF SPEED TABLES ON FLAGLER LN (190<sup>TH</sup> - BERYL)

## EXECUTIVE SUMMARY

Based on resident request, data collected by the City, and a subsequent meeting with the Councilmember for District 3, staff is bringing forward a recommendation to install speed tables on Flagler Lane between 190<sup>th</sup> Street and Beryl Street. Due to the unique nature of Flagler Lane and its surroundings in this area, the City's Speed Cushion Policy does not apply to this particular case. Notice of this meeting was provided to residents within 200 feet of Flagler Lane between 190<sup>th</sup> and Beryl. Staff is seeking input and direction on this matter from the public and the Public Works & Sustainability Commission (PWSC). If recommended by the PWSC and approved by the City Council, staff will coordinate the installation of two (2) modular pre-fabricated sets of staggered speed tables in each direction. If appropriate speed reductions are achieved, staff will then implement permanent asphalt speed cushions.

## BACKGROUND

In October 2024, a resident(s) requested speed humps along Flagler Lane to address speeding concerns. Flagler Lane between 190<sup>th</sup> Street and Beryl Street is technically designated as a local residential street in the City's Circulation Element, has a speed limit of 25 mph, and is not on the map of exempted streets for speed cushions under the City's speed cushion policy. The street is approximately 64 feet wide and contains one lane in each direction with a two-way left-turn lane. Grades on the street do not exceed 8% except for a 200-foot segment just south of 190<sup>th</sup> Street. Marked parking spaces are provided on both sides of the street; parallel spaces on the west side and front-in angled spaces on the east side. Midblock crosswalks with pedestrian-activated flashing lights are present in two locations, which connects the neighborhood to Dominguez Park. Dominguez Park and Southern California Edison (SCE) ROW fronts the entire eastern side of the block, while SCE ROW and multifamily homes front the western side of the block. These homes do not directly front or access Flagler, and are mainly oriented towards the intersecting streets. Although designated as a local street, Flagler acts as a regionally serving street. It is the key north-south biking connection within Redondo Beach, especially for the majority of RUHS students who live in North Redondo. The City's Speed Cushion Policy intends to solicit feedback solely from residents living along the block. None of the residential lots directly face Flagler Lane, and Dominguez Park and other institutional land constitute more than 80% of the block. Therefore, staff and the District 3 Councilmember determined that the City's Speed Cushion Policy and typical procedures do not apply to this street.

## ANALYSIS

Upon receiving the resident's speed hump request, staff proceeded to collect traffic volume and speed data for the block typical to other requests. Speeds and volumes were collected for a 1-week/24-hour period in mid-October of 2024. **Attachment 1** shows the speed and volume summary. The recorded 85<sup>th</sup> percentile speed is 34 mph, while the average daily two-way traffic is 3,424 vehicles per day. For reference, the policy



thresholds under the City's Speed Cushion Policy are speeds of at least 32 mph and an ADT no more than 3,000 vehicles per day.

Because the 85<sup>th</sup> percentile speeds are well above the 25-mph speed limit and due to the presence of uncontrolled midblock crosswalks adjacent to a park, staff is recommending the installation of physical speed control devices along this block. Because Flagler carries higher volumes and serves as a more regional connection, staff is proposing to install the City's first speed tables.

Speed tables are similar to speed cushions/humps in which they help control speeds to more manageable levels. However, speed tables contain a flat middle section that results in a less severe experience for drivers. Drivers are able to traverse speed tables at higher speeds (20-25 mph) compared to speed cushions (10-15 mph), and are more appropriate for busier and higher speed streets. Raised crosswalks are a similar treatment. The City of Los Angeles has installed numerous speed tables on busier and higher speed streets with speed limits up to 35 mph. Los Angeles has achieved considerable reductions in both speeds and collisions as a result of installing speed tables.

Because the City of Redondo Beach has not yet installed any physical speed control devices on streets of citywide significance like Flagler, city staff is recommending to first install modular speed tables for a 1-year period prior to installing permanent asphalt speed tables (if successful). The City will collect additional data and input during this trial period to determine whether or not to install permanent speed tables. Permanent speed tables are recommended in the long-term due to increased durability. Other solutions such as raised crosswalks and street restriping were also considered to reduce speeds, but modular or permanent speed tables are seen as the most cost-effective solution that can be implemented relatively quickly.

Speed tables are proposed approximately 50 feet in advance of each existing midblock crosswalk on Flagler, shown in **Attachment 2**. Attachment 2 also shows an example of the modular speed table, although the markings would be revised to meet CAMUTCD standards. The speed tables will encompass the width of the parking lane, vehicle lane, and two-way left-turn lane. This will deter drivers from bypassing the speed control devices, but would allow emergency vehicles to drive in the opposing through lane if desired. Additionally, parking will not be impacted as vehicles will still be able to use those spots due to the low profile of the speed table. Nonetheless, speed tables allow for any vehicle to traverse them at a higher rate of speed, which should have negligible effects on emergency response times.

Staff expects the cost to purchase and install modular speed tables to be around \$20,000, while the cost of permanent asphalt speed tables is expected to cost \$30,000. The estimated cost of materials and to perform this work can be accommodated by the City's Traffic Calming budget.

### **COORDINATION**

Coordination of this evaluation and report took place within the Public Works Department and with the Councilmember for District 3.

### **ATTACHMENTS**

- 1 - Speed and Volume Summary for Flagler (190<sup>th</sup> to Beryl)
- 2 - Proposed Speed Table Locations

**Flagler Lane (190th to Beryl)  
Speed and Volume Summary**

DATE	NORTHBOUND VOLUME (VEH/DAY)	SOUTHBOUND VOLUME	TOTAL DAILY VOLUME	NORTHBOUND 85TH % SPEED (MPH)	SOUTHBOUND 85TH % SPEED	TOTAL 85TH % SPEED
Tuesday, 15 October 2024	1857	1813	3670	34	35	34
Wednesday, 16 October 2024	1810	1741	3551	34	34	34
Thursday, 17 October 2024	1933	1884	3817	34	34	34
Friday, 18 October 2024	1843	1848	3691	34	34	34
Saturday, 19 October 2024	1556	1653	3209	34	34	34
Sunday, 20 October 2024	1160	1349	2509	35	34	34
Monday, 21 October 2024	1664	1860	3524	36	34	35
<b>7-DAY AVERAGE DAILY VOLUME</b>			3424			
<b>VOLUME CAP FOR SPEED CUSHIONS</b>			3000			
<b>AVERAGE 85TH % SPEED</b>				34	34	34
<b>REQUIRED SPEED FOR SPEED CUSHIONS</b>						32

# Flagler Speed Tables - Proposed Locations



Modular Speed Cushion Example (21')

