



A. CALL TO ORDER

A Regular Meeting of the Redondo Beach Public Works, Safety, and Sustainability Commission was called to order by Vice Chair Anderson 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, Nafissi, Beeli, Vice Chair Anderson

Commissioners Absent: Bajaj, Tsao, Chair Arrata

Officials Present: Ryan Liu, City Traffic Engineer
Jesse Reyes, Capital Projects Program Manager

C. SALUTE TO THE FLAG

Commissioner Nafissi led in the salute to the flag.

D. APPROVE ORDER OF AGENDA

Motion by Commissioner Simpson, seconded by Commissioner Beeli, to approve the order of the agenda as presented.

Motion carried 4-0 by voice vote. Commissioners Bajaj and Tsao and Chair Arrata were absent.

E. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS

E.1. BLUE FOLDER

Capital Projects Program Manager Reyes reported no Blue Folder items that evening.

F. CONSENT CALENDAR

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

F.2. APPROVE THE PUBLIC WORKS, SAFETY, AND SUSTAINABILITY COMMISSION MEETING MINUTES FOR THE FEBRUARY 23, 2026 REGULAR MEETING

Capital Projects Program Manager Reyes reported no hands raised on Zoom and no eComments.

Motion by Commissioner Beeli, seconded by Commissioner Simpson, to accept the Consent Calendar.

Motion carried 4-0 by voice vote. Commissioners Bajaj and Tsao and Chair Arrata were absent.

G. EXCLUDED CONSENT CALENDAR ITEMS - None

H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

H.1. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Jim Mueller stated there has been a flurry of interest in enhancing the Artesia Blvd. commercial district; reported that parking restrictions have been eliminated and a measure to increase the allowable size of buildings is in the works; said that recent studies have shown that people want a more walkable Artesia Blvd but are reluctant to be on foot in that area; reported that a non-profit called OurNRB has been developed and is sponsoring a weekly public market; announced the first market section is planned for late April on the corner of Artesia and Green Ln.; stated the surveys showed that speeding traffic, noise levels, narrow sidewalks, and limited crossings are major disincentives for walking on Artesia Blvd. which limits its commercial potential; noted that the speed limit on Artesia Blvd. is 35 MPH, which is substantially higher than other streets in business districts, and there is little to no buffer between vehicles and the narrow sidewalks or setbacks; voiced concern over businesses being able to succeed without foot traffic; hoped the Commissioners could elevate the issue to the Council, to the strategic planning process, and any other sources that could start work on altering the traffic environment on Artesia Blvd.

Capital Projects Program Manager Reyes reported no other cards, eComments and no hands raised on Zoom but Mark Nelson would like to speak.

Mark Nelson, Prospect Ave. resident, stated the residents would like to get the curb painted on the other side of the bus stop at the BCHD corner on the frontage road; noted that it is a one-of-a-kind bus stop since it has a road on either side of it; explained that it is an eight foot strip of concrete with a bench in it with Big Prospect on one side and the one-way frontage road on the other side; reported that he sent a comment regarding an unhoused person sleeping at the bus stop the night before; spoke of situations that occur at the bus stop that pose a dangerous situation and wanted the Commission to realize it is a busy on foot street and residents want to get it painted; stated that the Commission approved it last year but it hasn't gotten done; reported that he did visit the City Attorney and City Manager earlier that day with a letter asking them to direct Public Works to paint it; hoped that the Commission could do something to make it happen, even if they have already approved it; referenced the Papa John's truck that hit the bucket truck on Prospect and spoke of his 40-year experience with Berkshire Energy and Edison and Sempra, and stated you never put bucket trucks on frontage roads and hang over roads; commented that he wasn't sure what the City could do but suggested the City tell the contractors not to do that.

Steve Hague, 30+ year resident, applauded Jim Mueller for all his market works; said he lives one block south of Artesia and mentioned he was hit by an e-Bike; noted that the sidewalks are tight and questioned how the City could make the area walkable; voiced concern for public safety and spoke about people on cell phones, Amazon drivers, and people that double park; commented, if they slow people down, the vehicles will go multiple blocks to the side and all the studies done have been about Artesia and not blocks north or south of it; stated the traffic will go into the residential neighborhoods with children, people walking with strollers, and walking their dogs; spoke about cell phones and pointed out that everyone is on their cell phones and he worries about public safety.

Capital Projects Program Manager Reyes reported no hands raised on Zoom.

I. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None

J. ITEMS FOR DISCUSSION PRIOR TO ACTION

J.1. DISCUSSION OF POTENTIAL TRAFFIC CALMING MEASURES AT OPAL & IRENA INTERSECTION

City Traffic Engineer Liu provided some background information, stated that the City received a complaint from a resident, in early March 2026, regarding cut through traffic on Opal St., drivers from Torrance Blvd. turning onto Opal St. to get to Prospect to avoid going to the light at Prospect, safety concerns about high speed traffic, and crosswalk concerns because drivers make fast, shallow turns from Torrance onto Opal due to the geometry of the intersection; reported that staff visited the area and also noticed drivers could potentially drive the wrong way if they ignored the paint on the street going at higher than desired speed; stated that they also noticed an unusual existing northbound stop sign on Irena at Opal, explained it was unusual because the southbound approach does not have a stop; provided more explanation why it was unusual and said it could also be a contributing factor to the higher speeds of vehicles exiting Torrance Blvd. since there is no transition down to lower speeds into the residential area; stated that they discussed some possible solutions and other concerns with that resident as well as provided them with the City's speed cushion policy and other materials; noted that they still need to collect signatures and do the study so it is not the topic that evening and it may be agendaized for the Commission at a future date if it reaches the City policy thresholds; reported that the main solution that staff is proposing that evening is centerline hardening at Opal and Irena to reduce the turn speeds; added that they are also proposing to remove the unusual northbound stop on Irena at Opal, which will create a more normal typical experience for drivers and explained why; stated one thing they don't want to recommend is an all-ways stop at Opal/Irena because that would force an immediate stop; provided a map of the solutions that staff was proposing and a visual example of centerline hardening; noted that centerline hardening reinforces compliance with the yellow centerline using physical vertical measures and by putting that line of delineators it will force drivers to slow down into the right turns and left turns coming from Torrance Blvd. and put them in a mindset that they are in a lower speed environment; spoke of a third

optional measure, which staff was looking for feedback from the Commission, of a low profile speed bump to also force a sharper, slower turn onto Opal St.; noted that drivers could go over the low profile bumps and experience a small penalty compared to the other measures they are proposing; reiterated the last measure they are proposing is the removal of the northbound stop sign and paint on the street, said they are not overly concerned about the potential speed increases because there is another stop sign less than 100 ft. from the one they would like to remove; noted there is also a drainage dip cross gutter on Irena Ave. just south of that intersection which acts similar to a speed bump; stated that staff's recommendations are to install centerline hardening at Opal and Irena (if the Commission recommends it they can move forward to procurement and installation), and remove the northbound stop sign at Opal St. (if the Commission recommends it they will bring it to City Council for formal approval); concluded his presentation and offered to answer questions.

Vice Chair Anderson invited public comments.

Tony Acosta, 700 Opal, said he is there representing himself and two or three neighbors; stated they like all the ideas but are concerned about the removal of the stop sign northbound on Opal; commented that people run that stop sign quite a bit and preferred if they put a speed bump or something similar to make people stop.

Brooke Abcarian, 715 Opal, said it was her husband that initially suggested making it a cul de sac; noted, since hearing staff's suggestions, she feels the same as Tony Acosta and would prefer more stop signs; acknowledged that Engineer Liu's statement about too many stop signs tend to make people not stop made sense as well; spoke about the area being an issue and that anything the City could do to slow everyone down would be appreciated.

Chris Bothwell (via Zoom), resident of Opal, voiced concern that the removal of the northbound stop sign would cause accidents because drivers are used to that stop sign being there; said when people do their quick S turn onto Opal St they will be hit on the driver side; suggested placing a speed bump on the southside of Opal St. so that people making the turn from Torrance, onto Irena, and then onto Opal, would have an obstacle slowing them down after they make their S turn onto Opal; commented that yellow sticks in the middle of the road feels like overkill for the situation.

Zach Drummer (via Zoom) wanted to voice his preference to not take out the stop sign but liked the other proposals offered; said he would like to cut off the people being able to enter the street from Irena since people speed through but at the very least they need to keep the stop sign on the southside of the street.

Tracy Drummer (via Zoom) commented that removing the northbound stop sign from Irena would be a recipe for disaster; opined people will not grasp it and they will see T-bone accidents; said the biggest issue is the speed of which people come off of Torrance onto Opal; noted that no one in the area seems to abide by stop signs in that area; opined that removing a stop sign would not be great and suggested some sort of barriers to help;

said it makes sense to shut Opal down as being a two-way street or making it a cul de sac; reported that there are only six houses in the area and they all have kids; suggested putting a crosswalk at Irena and Torrance because it is scary to cross that intersection; reiterated she is against the stop sign removal.

Capital Improvements Project Manager Reyes reported no other hands raised.

Commissioner Nafissi asked staff if they sent a survey to the residents.

City Traffic Engineer Liu responded they didn't send a survey for the traffic calming measures and they were just responding to that request; stated that having a formal survey process for traffic calming would get complicated; said staff did not take the situation lightly and one of the reasons they recommended removing the stop sign was because they believe people come around that corner quickly because they know everyone else has to stop for them; explained if a driver is coming from Torrance Blvd., onto Irena, then going onto Opal St. the northbound Irena drivers have a stop sign so there is no obligation to yield or even slow down because everyone has to wait for the traffic from Torrance Blvd. to go through; stated that is a primary reason staff recommended the removal, along with traffic calming measures, so that the intersection would operate similar to a normal T-intersection; reported that they looked into the history of why the stop sign was placed there because what is there is highly unusual and it is still unclear to them; reported that Opal St. did extend west from that intersection so Opal St. used to go through and then directly enter Torrance Blvd., so they suspect that traffic actually could enter Opal St. directly from Torrance Blvd. at an even shallower angle in the past and that might be why the stop sign was put on Irena; further explained that there were no stop signs in the east/west direction a long time ago and the westbound stop sign was put in during the 80's so when Opal St. was cut off there's a chance the City didn't take away the northbound stop sign; stated their recommendation is to do some cleanup of the intersection because if they had designed it from the beginning they would not have put the northbound stop sign there; said he understood the residents' sentiments and their concerns and that is why they are also proposing measures to address that turn; noted that 150 ft. south of the northbound stop sign, there is a cross gutter so drivers going northbound already have to slow down going through that dip, and then stop again at Torrance Blvd.; felt that the presence of that stop sign does not change the speeds of drivers much.

Commissioner Nafissi commented that there are only six houses so a survey would have been easy to do.

City Traffic Engineer Liu responded that it is a very unusual situation and has not been seen anywhere else so putting it to a vote would put the City in a tough position.

Commissioner Nafissi asked if they explored the cul de sac option or would that be a CIP and outside the scope of the Commission.

City Traffic Engineer Liu replied yes, it would be a CIP plus it would affect residents who

use that route.

Commissioner Nafissi asked if staff had a preferred option since they offered three.

City Traffic Engineer Liu stated they need that first line of more visible cones so that someone from Torrance Blvd can see them, and make the correct decisions as they are turning in, plus the additional bumps on the side, so drivers effectively make the turn into the street, in order to address the speeding complaint where the vehicles are sweeping in; said the low speed bumps he showed them earlier is an optional measure but based on public comment would be useful in slowing drivers down.

Vice Chair Anderson supported removing the stop sign on Irena going northbound and felt it would be safer along with the other measures recommended; asked if they had considered a traffic circle there to help reduce speeds but keep it free flowing at the same time.

City Traffic Engineer Liu responded that they did not look into a traffic circle primarily because they have been tested in the past in the City, the residents were in favor of the concept but not of the temporariness of the materials; said they were careful in their recommendations to also be mindful of what they use outside the direct view of the homes; stated they have heard some concerns with visual blight associated with traffic circles.

Vice Chair Anderson clarified that the solutions offered were temporary and a quick build as opposed to a permanent solution.

City Traffic Engineer Liu confirmed the solutions are temporary and they don't have a lot of great permanent solutions outside of building a formal median at that intersection which would be a CIP project; asked Public Works Director to speak regarding the potential for a traffic circle.

Public Works Director Andy Winje reported that they have attempted to do many traffic circles at intersections similar to the one they are discussing, they have been effective at reducing speeds, creating traffic patterns that allow pedestrians to cross, but the community did not adopt them well; stated the City has realized it is difficult to do a temporary one but that is how they test to see how the community responds to it; stated that the community did not like the traffic circle so the Council abandoned the program; suggested that they look into a more permanent, better looking, traffic circle and asked Engineer Liu if he has looked at the real estate in that area.

City Traffic Engineer Liu responded that they have looked into it and recalled that the auto shop located there is not totally aligned with Opal St. so if the area was filled up with a traffic circle it might introduce some turning difficulties.

Public Works Director Winje noted that they would have some funding issues as well and it would run between \$50,000 to \$100,000.

Vice Chair Anderson asked if it would be possible to put a yield sign southbound going

east or westbound going southbound going on Irena to Opal.

City Traffic Engineer Liu explained that if they remove the stop sign the left turn lane automatically becomes a yield like any other intersection; added that they don't have the real estate there to mark it properly, it could be confusing with the yield there, and assigning the right-of-way would be difficult.

Commissioner Beeli thanked Engineer Liu for the detailed presentation and supported the options provided.

Motion by Commissioner Beeli, seconded by Commissioner Simpson, to accept the recommendations made by staff on the hardened centerline on Irena, the eight inch diameter yellow raised pavement markers on Opal, the removal of the stop sign on Irena, and the speed bump in the middle to slow vehicles coming off of Torrance.

City Traffic Engineer Liu noted that the recommendation for the stop sign removal will still need to be approved by the City Council.

ROLL CALL VOTE:

AYES: Simpson, Nafissi, Beeli, Vice Chair Anderson

NOES: None

ABSTAIN: None

Motion carried 4-0 by roll call vote. Commissioners Bajaj and Tsao and Chair Arrata were absent.

J.2. DISCUSSION OF POTENTIAL CROSSWALK IMPROVEMENTS AT PCH/AGATE INTERSECTION (CALTRANS)

City Traffic Engineer Liu introduced the item and noted that it is a joint presentation with his department, Public Works, and Caltrans District 7; reported that Wilfred Domingo from the Office of Transportation Safety would also be speaking; provided a slide showing the noticing area for the item and stated they mailed postcards to residents of the meeting that evening; informed the Commission that Caltrans received two customer service requests to install a type of traffic signal or pedestrian hybrid beacon at PCH and Agate St.; noted that there is an existing crosswalk there and the reason why Caltrans is involved is because PCH is State Route 1, which is a Caltrans-owned street; turned the floor over to Wilfred Domingo.

Wilfred Domingo, Office of Transportation Safety, stated he was there as part of Caltrans' community engagement; reiterated they received some customer service requests at the intersection of PCH and Agate St.; reported that they had received a request earlier but when they did their study it did not warrant a pedestrian hybrid beacon or traffic signal; reported that they received another request from a Redondo Beach resident; explained that they use a Intersection Safety and Operational Assessment Process (ISOAP) and it is based on the Safe Systems Approach; further explained that the Safe Systems

Approach has six principles: eliminate death and serious injury, humans make mistakes, humans are vulnerable, responsibility is shared, redundancy is crucial, and safety is proactive and reactive; stated when they do their ISOAP they have different kind of strategies and for this “At-Grade” intersection on PCH and Agate they have the following:

- Minor road stop
- Minor road stop with turn restriction
- All-Way Stop
- Restricted crossing U-turn
- Median U-turn
- Traffic Signal
- Pedestrian Hybrid Beacon (PHB)
- Roundabout

Wilfred Domingo stated the strategies they found to be viable at PCH and Agate are the traffic signal and the PHB; said the signalized is best suited for high traffic volumes or when the right-of-way is constrained and the cost depends on the amount of roadwork; spoke of pedestrian accommodation where pedestrian signals are placed at the designated crosswalk and the legs depend on where the pedestrians are crossing; reported they now have the Leading Pedestrian Interval (LPI) which allows the pedestrians to walk first before the light turns green on the traffic signal and they found that helpful in preventing collisions; stated the PHB only turns on when activated by a pedestrian, so when a pedestrian wants to cross they need to press the button; reported that there is some miscommunication about the PHB and explained that when the button is pressed it does not automatically turn on, it waits until the traffic light turns red so that the flow of traffic isn't disrupted; noted that there would also be the pedestrian signals that do a countdown so the pedestrian knows how long they have to cross, which accommodates bicyclists as well; provided a video from the City of Irvine that showed how PHB's provide a safer crossing alternative than traditional crosswalks; reiterated that he is there for community engagement and to educate people on the PHB; offered to answer any questions.

City Traffic Engineer Liu reported that there is an existing PHB on PCH at 3rd St. in Hermosa Beach and Caltrans is constructing one at PCH and Avenue D.

Commissioner Beeli asked Traffic Engineer Liu if the intersection at PCH and Agate going to be another stop line on PCH.

City Traffic Engineer Liu responded that if a PHB is installed it would come with another stop bar in both directions.

Vice Chair Anderson asked if they have any TIMS or police data on any accidents at the intersection.

Wilfred Domingo said a few but not much.

Vice Chair Anderson commented that it is completely based on the two requests from the residents and that Mr. Domingo stated earlier that the study did not warrant for pedestrian crossing.

Wilfred Domingo responded when they did the traffic count it did not warrant the traffic signal so the next viable option would be the PHB.

Vice Chair Anderson asked if the justification for the PHB was based on resident concern or some element of crossing between the residents over to the commercial area.

Discussion followed.

Vice Chair Anderson stated that he is not in favor of it, opined there is sufficient safety for pedestrians to cross, and there is another crossing 300 ft. away if necessary.

Commissioner Beeli asked if it is approved would the City be putting an additional crosswalk on the south side of the intersection.

City Traffic Engineer Liu stated that it would be up to Caltrans but generally with a PHB, there is only one crosswalk, and there is already one existing at that location.

Capital Improvements Project Manager Reyes reported no hands raised on Zoom and no eComments.

Russ reported that he has an office at 604 North PCH and lives on Agate St.; noted for eight years he has had a desk with a window that looks out to that crosswalk; described a man picking up his son's scooter and his son and running across that intersection dodging cars that morning and stated that the intersection is very dangerous; mentioned that he never crosses there because he finds it dangerous so he walks to Irena and around to pick up lunch all the time but he sees people do it; reported that he has seen two accidents, two light poles go down, and a jeep flip and hit his building after a police chase; stated when all the lights are green drivers go about an average of 50 MPH; strongly urged either upgrading that crosswalk or removing it entirely.

City Traffic Engineer Liu stated ultimately it is a Caltrans decision, but the Commission could do a receive and file and provide any advisory recommendations for Caltrans; noted it doesn't follow the typical process of going to the City Council.

Public Works Director Winje stated it is a Caltrans project but it would be important if the Commission had a strong objection to the project for them to voice it and said it would help in future conversations; reiterated that Caltrans' goal that evening was to provide

community engagement and staff brought it in front of the Commission so the public could also speak and so the Commission could provide feedback.

Vice Chair Anderson asked if staff or District 7 could provide more details on next steps.

Wilfred Domingo stated they are looking at the ISOAP process which means they are looking at the traffic signal and the PHB; spoke about the suggestion of the roundabout and said they don't think they have the right of way to do that because it is high volume, they would need two lanes, and that would be a large roundabout; stated that an All-Ways Stop would disrupt traffic so they don't want to do that so that is why they have proposed the solutions he spoke about; stated that they would look more into the collisions; offered to provide more information to them if they wanted it; stated they have not experienced congestion at that intersection and the closest other intersection would be Irena.

Vice Chair Anderson said, if they do go forward with the pedestrian hybrid beacon (hawk), that they need to help with the education with people coming off of the minor street because it can be confusing; agreed with the speaker (Russ) on either removing it completely to force people to go to the next street or upgrade it.

City Traffic Engineer Liu said they had expressed the education component to Caltrans and noted in their Staff Report that PHBs are relatively new and have a learning curve to them; mentioned that Caltrans also offered the option of a traffic signal and if the Commission wanted to they could put that as part of their recommendation or recommend taking away the crosswalk altogether.

Commissioner Nafissi asked Mr. Domingo if Caltrans had engaged the City Councilmember for the district, in which he responded no; suggested that it would be a good opportunity for Caltrans to engage the community because the Councilmember holds monthly meetings and the residents that live closer to that intersection would be able to provide better feedback; reported that it would be Councilmember Castle.

Wilfred Domingo stated he would be happy to come back.

Commissioner Beeli suggested that the City look into contacting the businesses in the area since more foot traffic would be beneficial for them.

City Traffic Engineer Liu reported that they sent postcard noticing to the businesses and the residents on both sides.

Discussion followed that what was brought to the Commission was a result of the responses from the postcards, about 200 were sent, and a Commissioner noted they did receive one; provided what information was on the postcard and it was noted that the resident that spoke followed the directions.

Wilfred Domingo stated they will continue the engagement and will come back again, and they will continue their study.

Motion by Vice Chair Anderson, seconded by Commissioner Nafissi, to receive and file the presentation.

ROLL CALL VOTE:

AYES: Simpson, Nafissi, Beeli, Vice Chair Anderson

NOES: None

ABSTAIN: None

Motion carried 4-0 by roll call vote. Commissioners Bajaj and Tsao and Chair Arrata were absent.

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

Capital Projects Program Manager Reyes reported that the Strategic Planning Session is on Tuesday, March 31st at 2:00 p.m. at the Main Library in the large conference room; stated the item is an opportunity for the Commission to provide any feedback that they might like to see be added to the Strategic Plan and any comments would be shared with the City Council and City Manager; stated any comments or suggestions would be placed into a memo by staff to be submitted to the Mayor and City Council.

Vice Chair Anderson asked if there was any public comment.

Capital Projects Program Manager Reyes reported no hands raised on Zoom and no eComments.

Commissioner Simpson said he reviewed it and had nothing to add.

Vice Chair Anderson stated he provided recommendations last year and had nothing to add.

Commissioner Nafissi commented that she was surprised there weren't more items on open space and parks; reported that the state gave some guidelines to local health plans a year ago that encouraged public health plans to reinvest in their communities; stated there are five buckets and one of the buckets is local communities that allows cities to get funding from public health plans for playgrounds and open spaces; commented that she didn't know where that fell but it would be something to look into.

K. COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS – None

Commissioner Nafissi asked for an update on the red curb on Prospect.

City Traffic Engineer Liu noted that the Commission voted to extend the red curb on the backside on the frontage road; staff received word from the City Attorney and HR that they needed to hold off due to some legal reasons.

Public Works Director Winje reported due to an ADA accommodation request that was made the City Attorney put a hold on it as she works through it.

Commissioner Nafissi requested some insight be provided and brought back to them.

Public Works Director Winje said he would ask the City Attorney for more information and get that information to Commissioner Nafissi directly.

L. ADJOURNMENT

Vice Chair Anderson announced that the next meeting of the Redondo Beach Public Works, Safety, and Sustainability Commission will be an adjourned joint regular meeting with the Budget and Finance Commission to be held at 6:00 p.m. on April 27, 2026, and a subsequent regular Public Works Safety and Sustainability Commission meeting to follow at 7:00 p.m., in the Redondo Beach Council Chambers, at 415 Diamond Street, Redondo Beach, California.

Motion by Commissioner Beeli, seconded by Vice Chair Anderson, to adjourn the meeting at 8:08 p.m.

Motion carried 4-0 by voice vote. Commissioners Bajaj and Tsao and Chair Arrata were absent.

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