

Lauren Sablan

From: Mark Nelson (Home Gmail) <[REDACTED]>
Sent: Tuesday, June 3, 2025 12:20 AM
To: Traffic Engineering
Subject: Public Comment on the Prospect Frontage intersection
Attachments: Bus Stop Access and Safety Issues 5-27-25 .pdf; 500-600 BCHD Intersection Proposed 1,2 5-27-25 v1.pdf

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

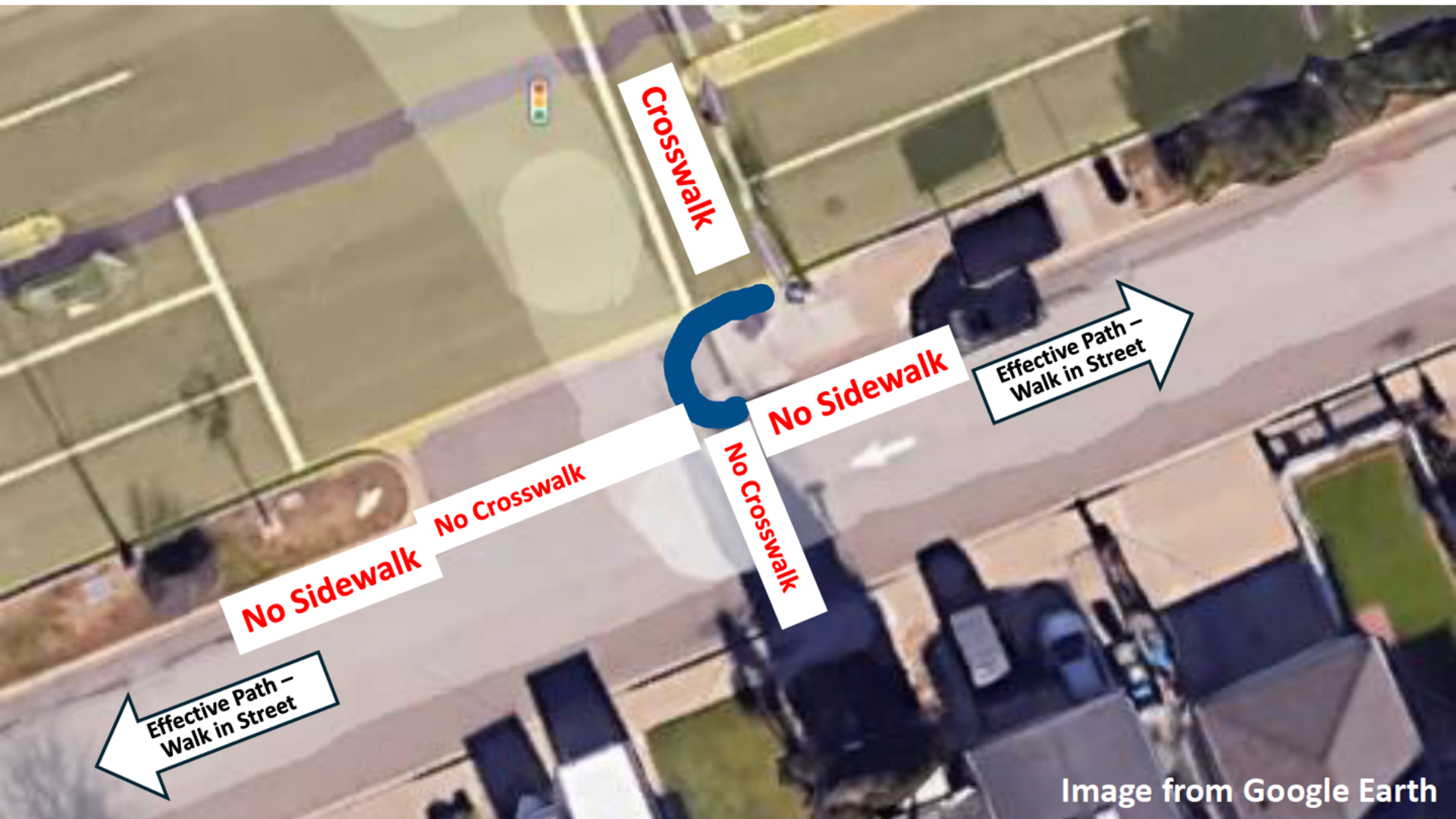
We had some additional discussions regarding the intersection and following ideas came up. They look similar to earlier ideas, but their advocates wanted me to submit them. I'll send to PSC and PWSC both when I get a chance. Thanks.

Issues with 500-600 N Prospect Frontage Access to Bus Stop

- There are only 2 ramps to the bus stop area, one to cross Prospect to BCHD and one that dumps out into traffic facing north in the intersection
- Any disabled or wheeled access (scooters, walkers, etc.) are **REQUIRED BY DESIGN** to enter the bus stop area from a totally unprotected, active intersection contending with vehicles

Disabled, Elderly, Students have NO SAFE ACCESS to Cross to/from BCHD from Prospect Frontage

The egress/ingress to the bus stop area for disabled, wheelchairs, walkers, crutches, etc. is limited to north into the intersection or east onto big Prospect.



Disabled, Elderly, Students have NO SAFE ACCESS to Cross to/from BCHD from Prospect Frontage

Pedestrians from Bus Stop Area to BCHD

Use existing unmarked disabled access path access to bus stop

Pedestrians to Bus from BCHD

Use existing unmarked disabled access path access to BCHD

Pedestrians from Bus Stop Area to Non-BCHD Destinations

**No ADA compliant, safe pathway to Beryl, Diamond or further points
No sidewalk accessible from bus stop without crossing uncontrolled frontage road
and using driveways as disabled access**

Pedestrians to Bus Stop Area for Any Destination (Bus, BCHD, etc.)

**No ADA compliant, safe pathway from sidewalk on frontage
Alternative is use of frontage roadway with frequent wrong way vehicles and parked cars**

No Wheelchair Dropoff/Pickup for Bus Stop from Frontage Road

No ADA compliant, safe curb cut from frontage road

ADA Compliance & Dangerous Issues

Students on Bikes wobbling while pushing and waiting for signal

Video and witnesses of students on bikes and various disabled having to enter the uncontrolled intersection to push signal button and wait for walk signal. Could result in another Ciara Smith type occurrence.

Pedestrians leaving bus stop walking

Video and witnesses of walking on the wrong side, the middle of the street or crossing mid-block in an uncontrolled area.

Wheeled ADA vehicles use street

Video and witnesses of wheel chairs, walkers and motorized scooters, using frontage road due to lack of adequate sidewalk access

Uncontrolled frontage road crossing

For any person requiring ADA level access from bus stop area, the required path is to exit to the north into the T-intersection, frequently with limited visibility. Once in the street, the required path is west across the uncontrolled street to a driveway for sidewalk access

No practical alternatives for disabled and elderly

The intersection at Diamond and the Frontage road is a 90-degree angle, difficult to use path that leaves users having to cross a major uncontrolled BCHD driveway.

The intersection at Beryl and Prospect requires navigation of obstacles on the Prospect side and then navigation of three major uncontrolled driveways at Shell, Vons, and BCHD.

BCHD Claims Seniors Need Access to the Campus

BCHD's commercial construction program based on seniors

BCHD asserts that senior assisted living, senior affordable housing, senior PACE services, and other seniors services will make up the overwhelming majority of its planned Healthy Living Campus. If true, then pedestrian, walker, scooter and wheelchair access to BCHD from the age-in-place at home seniors MUST BE UPGRADED.

As noted, the intersections at Diamond and Prospect and Beryl and Prospect leave huge challenges for seniors and the disabled to overcome as they move toward BCHD.

Seniors seek to age in place and not in expensive assisted living

AARP (Long Beach based) surveys sound that 77% of seniors seek to age in place. While this negates BCHD's premise for both senior housing and assisted living, it does continue to suggest a market for some form of supportive services and activities. This will require access to BCHD by foot and wheel for healthy seniors.

Current access at the frontage intersection is dangerous and unhealthy

Requiring seniors with lesser mobility, walkers, wheelchairs, carts, etc. to travel in the frontage road or to cross the frontage road at an uncontrolled area is dangerous. There are no ramps or crosswalks. For southbound pedestrians, the driveway at 511 can serve as a ramp to the sidewalk. Northbound, the first available driveway is 515 due to habitual tobacco smokers on the sidewalk. We cannot require the disabled or health-conscious students and seniors to walk through tobacco smoke clouds (a California Toxic Air Contaminant).

**DISABLED/ELDERLY/STUDENTS NEED PROTECTED ACCESS TO
THE WEST FRONTAGE SIDEWALK FROM BCHD/BUS STOP**

The Bus Stop Across from BCHD on the Frontage has been the Site of Various PD/FD Reports

(Note: Seating at Bus Stop is totally obscured by parked car)

The bus stop has been the site of various medical, mental health, and police emergencies. There have been a number of overnight campers (likely unsheltered), dumped patients from hospitals and psych facilities, and an LA County-reported Child Predator investigation in the area.

The bus stop **requires red curb back to the trash can area to provide 100% clear visibility** at all times for the safety of transit passengers and



Notice that LA County Increased Security Lighting during Projects Due to Child Predator Concerns

1

Email notice from RBPW prior Director regarding child predator issues on the service road and water injection tanks

Ted Semaan <Ted.Semaan@redondo.org>

Mon, May 4, 2020, 12:03 PM

It seems like the County put in the lights due to a safety concern that there have been child predator investigations at houses nearby. The lights were put in as a response to residents' concerns about the dark spaces around the tank becoming a potential location for child predators to hide. We have asked them to have the lights redirected (as much as possible) and/or confirm the request/need from PD. Thanks, Ted

Note: We did not place a records act request with the RBPW for documentation of each call and response by the PD to the bus stop area. If the Commissioners want such detail as supporting evidence, our experience is that a Commission would be more likely to be served in a timely fashion.

Issues with 500-600 N Prospect Frontage at BCHD Intersection

- Illegal ingress left turns against the northbound one-way only from 501-511 N Prospect
- Illegal wrong way traffic originating on the Frontage or from the north frontage ingress
- Difficult turns (both are tight U-turns):
 - Prospect South to Frontage North
 - Frontage North to Prospect South
- Congestion at intersection due to narrowing from parking in front of 511/513
- Security issues with vision to the bus stop based on historic police/fire/homeless/child predator issues

Characteristics of Solutions

- Deter/block left turns from ingress off of Prospect
- Deter/block other Illegal wrong way traffic
- Protect the difficult turns with some lane protection
 - Prospect South to Frontage North
 - Frontage North to Prospect South
- Create adequate space at intersection for egress traffic from both northbound and southbound frontage road
- Create a clear 24/7 line of sight to the bus stop based on historic police/fire/homeless/child predator issues

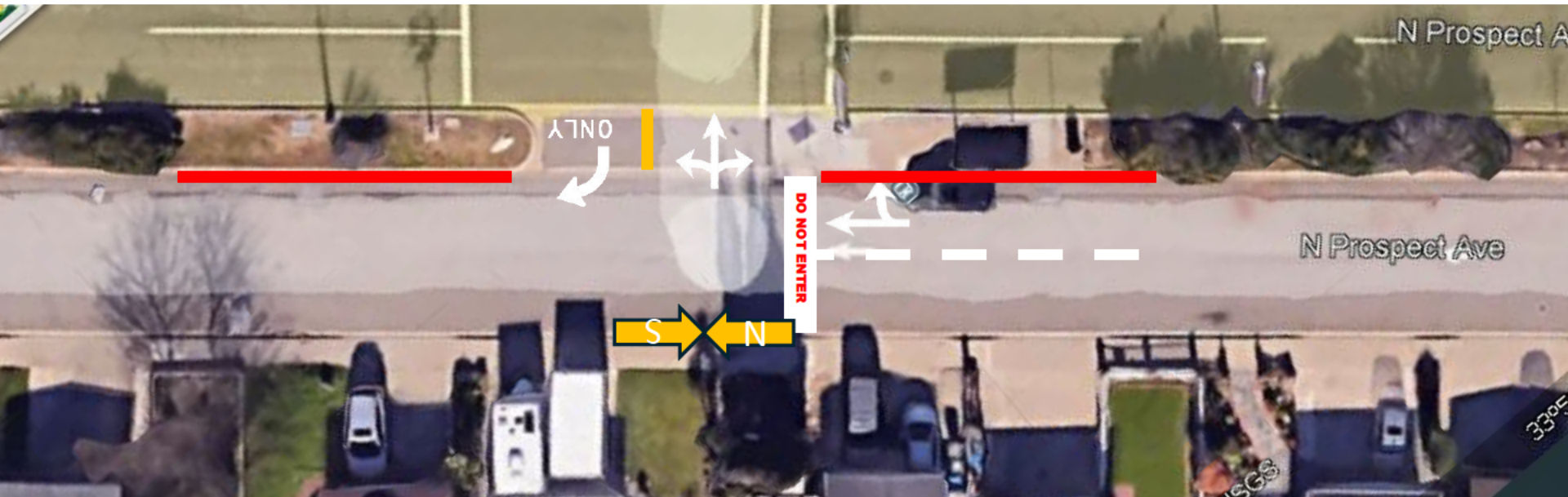
Proposed Solution #1

Road paint and protected lanes



1. Hard division of ingress/egress – may or may not utilize dividers for first 5-feet
2. Provide lane space by red curbing 511/513, 40-foot of bus stop, 40-foot of ingress transition
3. Provide protection with yellow divider and white divider lanes
4. Utilize CalTrans DO NOT ENTER and directional road paint arrows

Parking at 511/513



1. **Hard division of ingress/egress – may or may not utilize dividers for first 5-feet**
2. **Provide lane space by red curbing 40-foot of bus stop, 40-foot of ingress transition**
3. **Provide protection for ingress merging and white divider lanes**
4. **Utilize CalTrans DO NOT ENTER and directional road paint arrows**
5. **Use directional parking with center stop at 511/513 to send clear visual cue of a northbound car at the ingress. Preserves 2 parking places.**

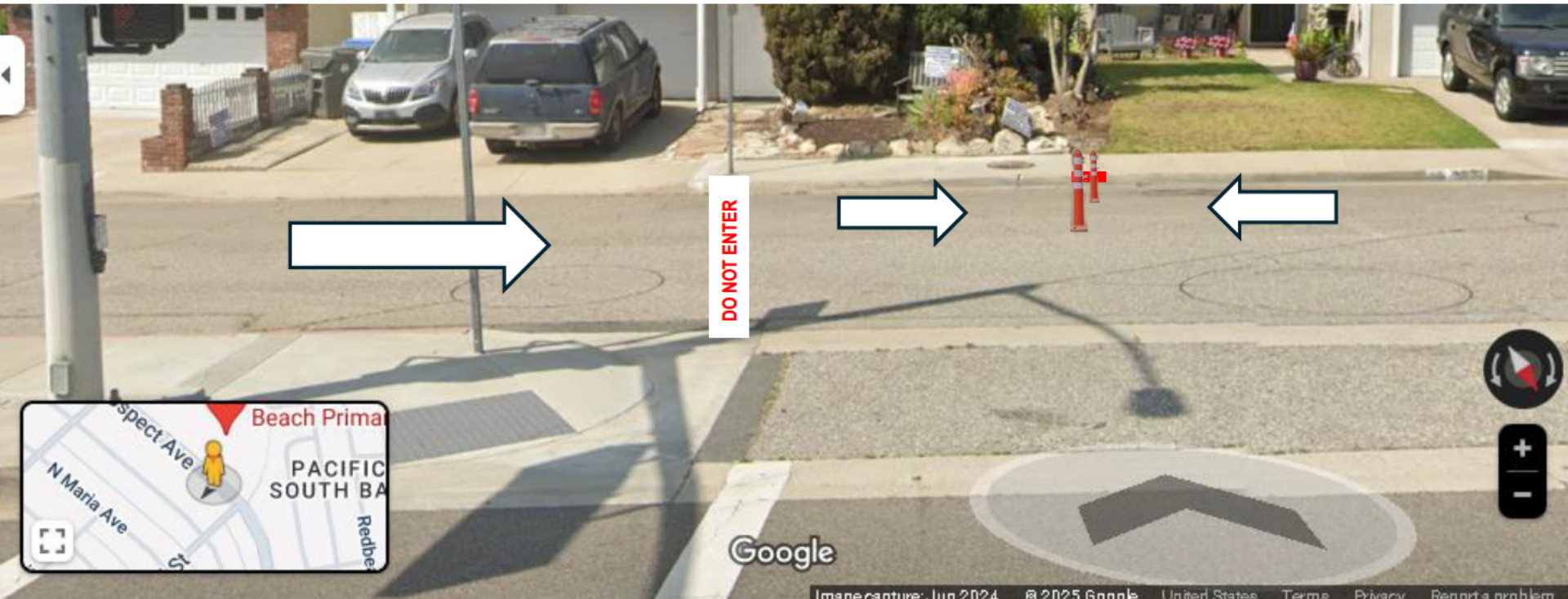
Proposed Solution #2

To send CLEAR SIGNALS TO TRAFFIC REGARDING THE DIRECTIONS OF TRAVEL

- 1) Parking in front of 513 is clearly marked as SOUTHBOUND
- 2) Parking in front of 511 is clearly marked as NORTHBOUND
- 3) Parking spots are separated by a 1-foot red curb and orange permanent separators
- 4) A clear DO NOT ENTER (CalTrans standard for the end of off-ramps) is added
- 5) Aggressive enforcement of NO PARKING across driveways
- 6) Right Turn Only pavement paint
- 7) Yellow divider paint to designate IN and OUT from Prospect to Frontage

To assure CRIME SAFETY at the bus stop by maintaining 24/7 visibility from the Frontage road

- 1) Parking is banned the full length of the bus stop with red curb



Jessica Handlin

From: Ryan Liu
Sent: Wednesday, June 18, 2025 1:30 PM
To: Jessica Handlin
Subject: FW: Public Comment for RB City Council, RB PWSC, RB PSC, RBPW
Attachments: RBCC 6-17-25 Intersection Diagram.pdf

Hi Jessica,

For inclusion for PWSC's prospect item.

Ryan Liu, PE

Redondo Beach | Traffic Engineering

From: Andrew Winje <Andrew.Winje@redondo.org>
Sent: Wednesday, June 18, 2025 11:45 AM
To: Ryan Liu <Ryan.Liu@redondo.org>
Cc: Lauren Sablan <Lauren.Sablan@redondo.org>
Subject: Fw: Public Comment for RB City Council, RB PWSC, RB PSC, RBPW

for public correspondence.

From: Mark Nelson (Home Gmail) <[REDACTED]>
Sent: Wednesday, June 18, 2025 11:15 AM
To: CityClerk <CityClerk@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>; Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; James Light <james.light@redondo.org>
Subject: Public Comment for RB City Council, RB PWSC, RB PSC, RBPW

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

The attached was discussed with the City Council at the 6/17/25 meeting. It provides concerns regarding the proposed intersection design. The greatest concern is RBPW proposal to leave parking in the intersection. The visual cue from a southbound parked vehicle is clearly indicative of continued southbound travel. That is inappropriate and dangerous.

As I indicated, I own a home in the intersection. I am significantly disabled with multiple surgeries and implants, yet, I will park as needed for safety and proceed to my home.

If safety is not our priority, then what is? We should not have a 2000, 4000 or even 6000 pound parked vehicle pointing southbound as the single most dominant, defining feature of the intersection.

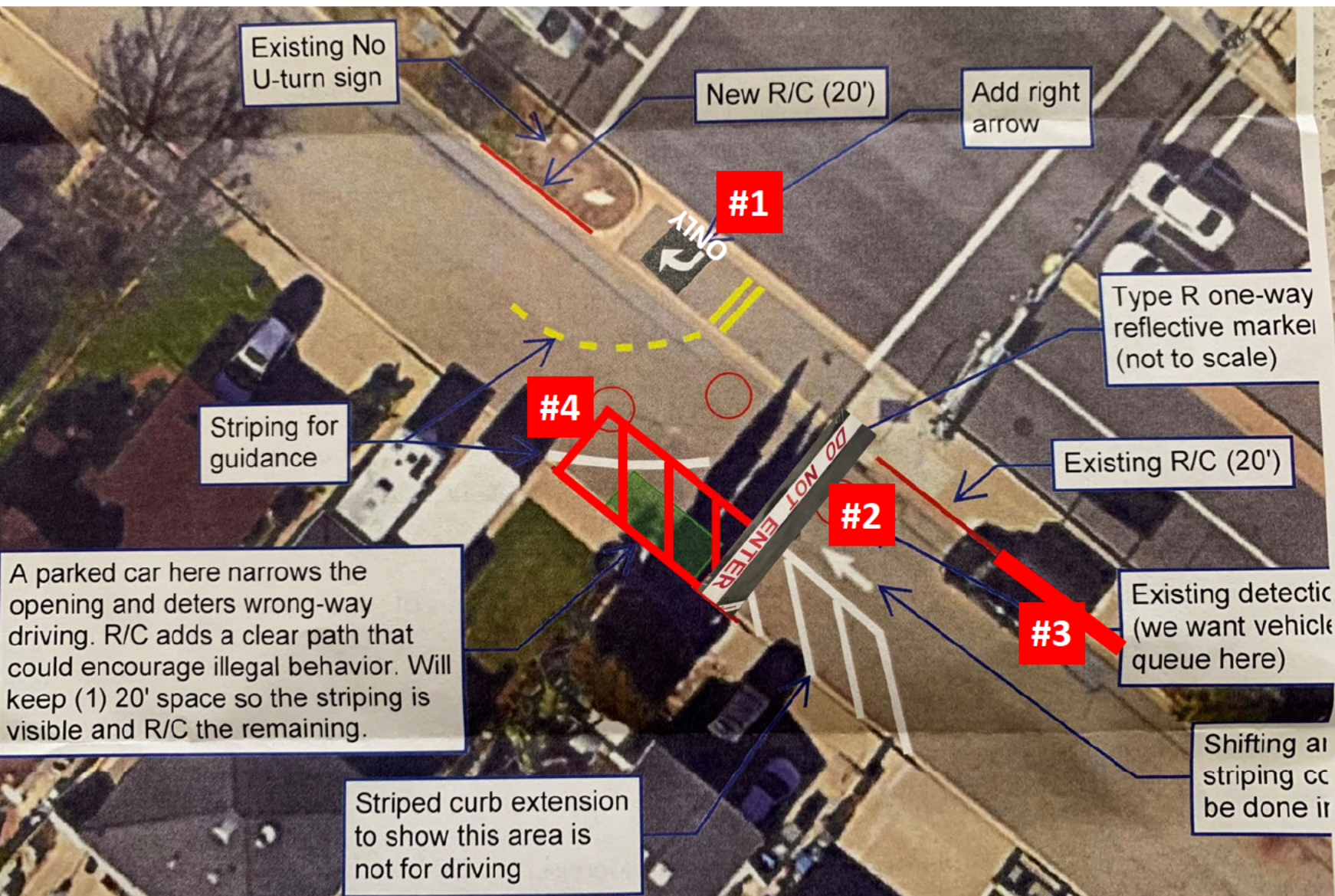
For reference, I also provide video security samples of common wrong-way drivers. One makes a considered decision to drive though construction workers on the street to proceed the wrong-way down the Frontage to Diamond driving into a low, rising sun. The other comes up fast on a pedestrian (student?) from behind as it illegally makes a U-turn.

ALL FOCUS needs to be on highlighting the direction of travel and a parked vehicle facing SOUTH does not do that.

Mark Nelson

Local Traffic Wrong Way Vehicle Video <https://youtu.be/35RIs7YOc1k>

Wrong Way Coming Up on Pedestrian from Behind <https://youtu.be/CkW6dJInxNs>



Following review of the June 11th letter from Traffic Engineering about the North Prospect Frontage & BCHD Intersection, we have the following comments:

#1 Addition of the word **ONLY** in street paint to the Right Turn Arrow.



#2 Addition of the **CalTrans DO NOT ENTER street paint** that is now in use at the end of freeway offramps in addition to, or in place of, the red reflective markers. The same people that drive past 2 NO U-TURN SIGNS, 2 DO NOT ENTER SIGNS, 1 ONE-WAY SIGN, and OVER a 10-FOOT LONG WHITE ARROW will not be deterred by REFLECTIVE RED ROAD MARKERS



#3 Red curbing the rest of the bus stop for visibility as the key to safety, as per the findings of the University of California. The bus stop on the frontage has had mental health crises, medical emergencies, hospital dump offs in gowns, campers/sleepers, and transients. We were notified in an email from prior PW Director Semaan that **the frontage road has had child predator investigations**. Let's use the UC data about bus stops and the prior events **and be safe instead of having an unseen medical emergency of child molestation** because a van or SUV or even a car is parked next to the bus stop blocking the view of the enclosure.

#4 Red curb the area on the west side of the intersection entirely and add a **NO LEFT TURN SIGN**. Parking a single vehicle inside the intersection pointed southbound sends a CLEAR SIGNAL to drivers that SOUTHBOUND illegally against the one-way is acceptable. Don't squander an opportunity for safety by allowing a giant **TURN LEFT THE WRONG WAY** sign in the intersection. **RED CURB IT and add a NO LEFT TURN SIGN AS THE ONLY VISUAL.**

ONLY ONE OF THESE CLEARLY DEFINES THE PATH OF TRAVEL
The other is a 4000 pound “LEFT TURN OK” Sign



Jessica Handlin

From: Ryan Liu
Sent: Wednesday, June 18, 2025 1:30 PM
To: Jessica Handlin
Subject: FW: Public Comment for RB City Council, RB PWSC, RB PSC, RBPW

This one too

Ryan Liu, PE

Redondo Beach | Traffic Engineering

From: Andrew Winje <Andrew.Winje@redondo.org>
Sent: Wednesday, June 18, 2025 12:19 PM
To: Ryan Liu <Ryan.Liu@redondo.org>
Subject: Fw: Public Comment for RB City Council, RB PWSC, RB PSC, RBPW

Here is some more...

From: Mark Nelson (Home Gmail) <[REDACTED]>
Sent: Wednesday, June 18, 2025 12:14 PM
To: CityClerk <CityClerk@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>; Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; James Light <james.light@redondo.org>
Subject: Re: Public Comment for RB City Council, RB PWSC, RB PSC, RBPW

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Addendum

The prior week 6/10/25 we discussed CVC 22500 (illegal parking across driveways) and the lack of enforcement. That state law needs to be enforced in the T-intersection, and perhaps one or two driveways each way (for example) 509-515 or 507-517. Perhaps a round of warning tickets would be appropriate?

On Wed, Jun 18, 2025 at 11:15 AM Mark Nelson (Home Gmail) <[REDACTED]> wrote:

The attached was discussed with the City Council at the 6/17/25 meeting. It provides concerns regarding the proposed intersection design. The greatest concern is RBPW proposal to leave parking in the intersection. The visual cue from a southbound parked vehicle is clearly indicative of continued southbound travel. That is inappropriate and dangerous.

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Mark Nelson

Local Traffic Wrong Way Vehicle Video <https://youtu.be/35Rls7YOc1k>

Wrong Way Coming Up on Pedestrian from Behind <https://youtu.be/CkW6dJInxNs>

Jessica Handlin

From: Jesse Reyes
Sent: Tuesday, June 10, 2025 9:39 AM
To: Jessica Handlin
Subject: FW: Public Comment for City Council 6/10, Public Safety Commission 6/16, Public Works Commission 6/23
Attachments: Blue Folder Comments for RBCC 6-10-25.pdf

FYI- for the commission meeting.

Jesse Reyes

Capital Projects Program Manager

310.697.3171

Jesse.Reyes@redondo.org



From: Andrew Winje <Andrew.Winje@redondo.org>
Sent: Tuesday, June 10, 2025 9:00 AM
To: Jesse Reyes <Jesse.Reyes@redondo.org>
Cc: Ryan Liu <Ryan.Liu@redondo.org>
Subject: FW: Public Comment for City Council 6/10, Public Safety Commission 6/16, Public Works Commission 6/23

This, and perhaps the letter yesterday from Mark Nelson, should be attached to the PWSC item for the striping on Prospect frontage road. I had said yesterday that they were for non-agenda items, but I hadn't read far enough. Among the many comments on a number of topics there are some addressing the striping.

Thanks,

Andy

Andrew Winje

Director of Public Works

310.697.3151

Andrew.Winje@redondo.org



From: Darryl Boyd <[REDACTED]>
Sent: Monday, June 9, 2025 6:50 PM
To: CityClerk <CityClerk@redondo.org>; Anneke Blair <[REDACTED]>; Jeffrey Gaul

<Jeffrey.Gaul@redondo.org>; Alan Klainbaum <Alan.Klainbaum@redondo.org>; Nancy Skiba
<Nancy.Skiba@redondo.org>; Austin Carmichael <austin.carmichael@redondo.org>; daniella.woodnicki@redondo.org;
Gilbert M. Escontrias <Gilbert.Escontrias@redondo.org>; Cindi Arrata <Cindi.Arrata@redondo.org>; Candace Nafissi
<Candace.Nafissi@redondo.org>; John Simpson <John.Simpson@redondo.org>; Andrew Beeli
<Andrew.Beeli@redondo.org>; Jay Tsao <Jay.Tsao@redondo.org>; Steven Anderson <Steven.Anderson@redondo.org>;
Bhuvan Bajaj <Bhuvan.Bajaj@redondo.org>; Traffic Engineering <trafficengineering@redondo.org>; Andrew Winje
<Andrew.Winje@redondo.org>; James Light <james.light@redondo.org>; Paige Kaluderovic
<Paige.Kaluderovic@redondo.org>; Zein Obagi <Zein.Obagi@redondo.org>; Scott Behrendt
<Scott.Behrendt@redondo.org>; Brad Waller <Brad.Waller@redondo.org>; Chadwick B. Castle
<Chadwick.Castle@redondo.org>

Subject: Public Comment for City Council 6/10, Public Safety Commission 6/16, Public Works Commission 6/23

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Please see attached PDF file for:

Public Comment for City Council 6/10, Public Safety Commission 6/16, Public Works Commission 6/23

I agree to these comments and wish them to be included on my behalf.

Darryl Boyd

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Darryl Boyd - Broker/Owner, MRP, SFR, CPTS

Specialized Court Services:

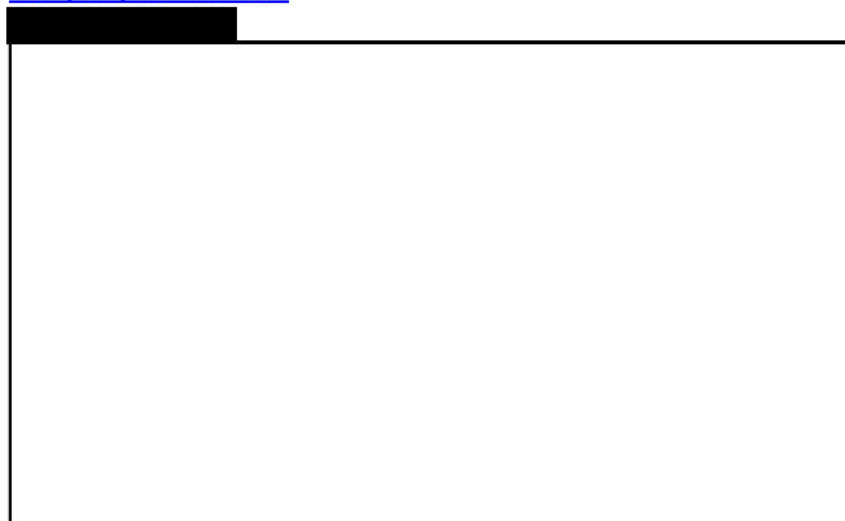
Expert Witness - Probate & Trust Valuation Disputes

Substitute Administration - Probate Cases

DARRYL B. BOYD, BROKER



DarrylBoydBroker.com



Blue Folder Items, RBCC Meeting 6/10/25

To the City Clerk:

The following consists of three comments for inclusion into Blue Folders. They are clearly marked for inclusion. Thank you.

Please include this comment as a Blue Folder Item for Item L.2 on 6/10/25

Background

The following comments are provided regarding the rehab of the 500-600 N Prospect Frontage Road following the death of the Oleanders from lack of maintenance of the irrigation system by the City. Their death and removal left the Frontage road with a lack of privacy; increase in auto emissions and particulates that are trapped in a mature hedgerow; increase in noise; and increased safety risk from the lack of a pedestrian barrier. This causes both reductions in the value of our properties, and it negatively impacts the health of residents – from child through the elderly. Particulates are known to cause diseases from asthma in children to cancers to dementia.

Since the City's lack of maintenance caused this damage, we feel that the City should be required to mitigate it as quickly as feasible. So far, the process has been slow and the chosen young plants for the median strip will take 5-10 years to reach maturity according to the USDA and the University of California Master Gardener Program reference.

Further, the traffic has been unsafe on the Frontage Road for some time, due to speeding, wrong-way and illegal U-turn drivers. This comment addresses that issue also, via comments to BRR#22.

Issue: BRR#03's Estimate is in Error. The Sound Wall for Prospect Frontage is Corrected to Cost \$230,000 to \$370,000

The City estimated a cost of over \$3M for a sound wall on the Frontage Road. Both the unit cost and the specification were flawed. The wall was proposed at 24-feet tall. That is well beyond the 14-foot maximum in the California Highway Standards Manual. The City also used a cost in excess of \$60 per square foot that contained unacceptable data. The cost should have been just over \$30 per square foot.

Assuming a 6-foot tall wall across the entire Frontage Road, the cost estimate is \$370,000.

Assuming a 6-foot tall wall across on the relevant portion of the Frontage north of the BCHD intersection, the cost estimate is \$230,000. **The lower wall should be considered as the COST OF A SOUNDWALL.**

Issue: BRR#03 Estimates a Metal Beam Guardrail at \$69,000 to \$112,000 for the Frontage Road that Would Provide Safety from Vehicles Running Off of Prospect Avenue (Big Prospect)

The City estimated a guardrail at \$112K in conjunction with an iron fence. The guardrail would provide physical safety from cars leaving Big Prospect onto the Frontage. The reduced \$69,000 represents the prorated share of cost for the 650-foot section north of the BCHD intersection. **The guardrail should be offered as a SECURITY OPTION FOR THE FRONTAGE ROAD.**

Issue: BRR#22 States that the Cost of Road Signs and Markings will be Paid from Traffic Calming Funding

Because speed humps were not recommended for the Frontage Road, BRR#22 states that no capital will be needed for the correction of speeding, wrong-way traffic, and illegal U-turns off Prospect.

Issue: Road Markings and Signage, such as "SLOW" "CHILDREN" "SPEED LIMIT 25" should be added to the Frontage Road.

Currently, there are no speed signs on the Frontage Road. Also, these added cautions could help slow traffic.

Issue: Right Turn Only Signage and Road Markings should be added to the Ingress to the Frontage Road across from BCHD in the Intersection

A sign, sweeping right arrow, and yellow road paint divider will establish a clear right turn path and will discourage the common, illegal left turn.

Issue: The City should consider Side of the Road white paint markings, similar to those on 500-600 Paulina

Paulina was visually narrowed to reduce speed and increase safety for residents and children. Consider doing something similar for the Frontage Road.

Issue: The City should "Red Curb" the Entire Length of the Bus Stop – or – Move the Bench into the Daylighting Area

There is a long history of events at the bus stop, including hospital dump-offs, medical emergencies, unhoused, mental health emergencies, and various criminal activity (see Director Semaan email on Child Predator investigations). A modest extension of the daylighting red curb to cover the entire bus stop would enhance safety and visibility at virtually no cost. This also supports the recent anti-camping ordinance that covers bus stops and the health concerns of Dr. Lesser at the 5/6 RBCC meeting.

Issue: Daylighting Red Curb North of the BCHD "Right Turn Only"

Because the 26-foot wide Frontage Road is narrow for 2-side parking and 2-way traffic, a 20-foot daylighting red curb north on the east side of the Frontage Road road would provide a safe merge area for incoming traffic.

Issue: Signal Coils must be Evaluated

The Coils in the road at the intersection often DO NOT WORK. Car, trucks, USPS, etc. wait at the intersection from traffic at the BCHD side to trip the light. Either the road needs to be striped to force vehicles over the coils, or other repairs may be needed.

Please include this comment as a Blue Folder Item for Item J.1 on 6/10/25

The current replacement for the oleander hedge that was killed due to non-maintenance of the irrigation system has some defects when compared to the prior hedgerow. They are detailed below.

Issue: The Pacific Myrtle Drops Flowers and Berries – They will Require Enhanced Street Cleaning

Native plants do not necessarily mean low maintenance. The Pacific Myrtle sheds its flowers and drops berries, typically in the winter that will be tracked from passengers in parked cars. **The City should consider if Pacific Myrtle was a poor choice when lifetime maintenance is included.**

Issue: At a Minimum, the 5-gallon Size Pacific Wax Myrtle Should be Replaced with 15-gallon

According to Armstrong Garden, the 5-gallon and 15-gallon Myrtle have comparable transplant survival rates. Furthermore, since Armstrong provides a one-year guarantee, they have a moral hazard for misrepresenting the survivability. The City's claim that 5-gallon plants transplant better is without justification commercially or in the USDA data. **The 5-gallon Myrtles should be replaced with 15-gallon. The 5-gallon can be repurposed. This will provide a more enhanced view block comparable to the oleanders that were killed by the unmaintained irrigation system.**

Thank you for your consideration of these issues and I sincerely hope the City can restore a safer, quieter, healthier Frontage Road for the residents and property owners.

Jessica Handlin

From: Ryan Liu
Sent: Thursday, June 19, 2025 12:47 PM
To: Jessica Handlin
Subject: FW: Public Comment: Prospect Frontage Road Does NOT REQUIRE PARKING IN THE INTERSECTION - IT'S A CAUSE OF THE PROBLEM WE HAVE

More public comments for the PWSC prospect item.

Ryan Liu, PE

Redondo Beach | Traffic Engineering

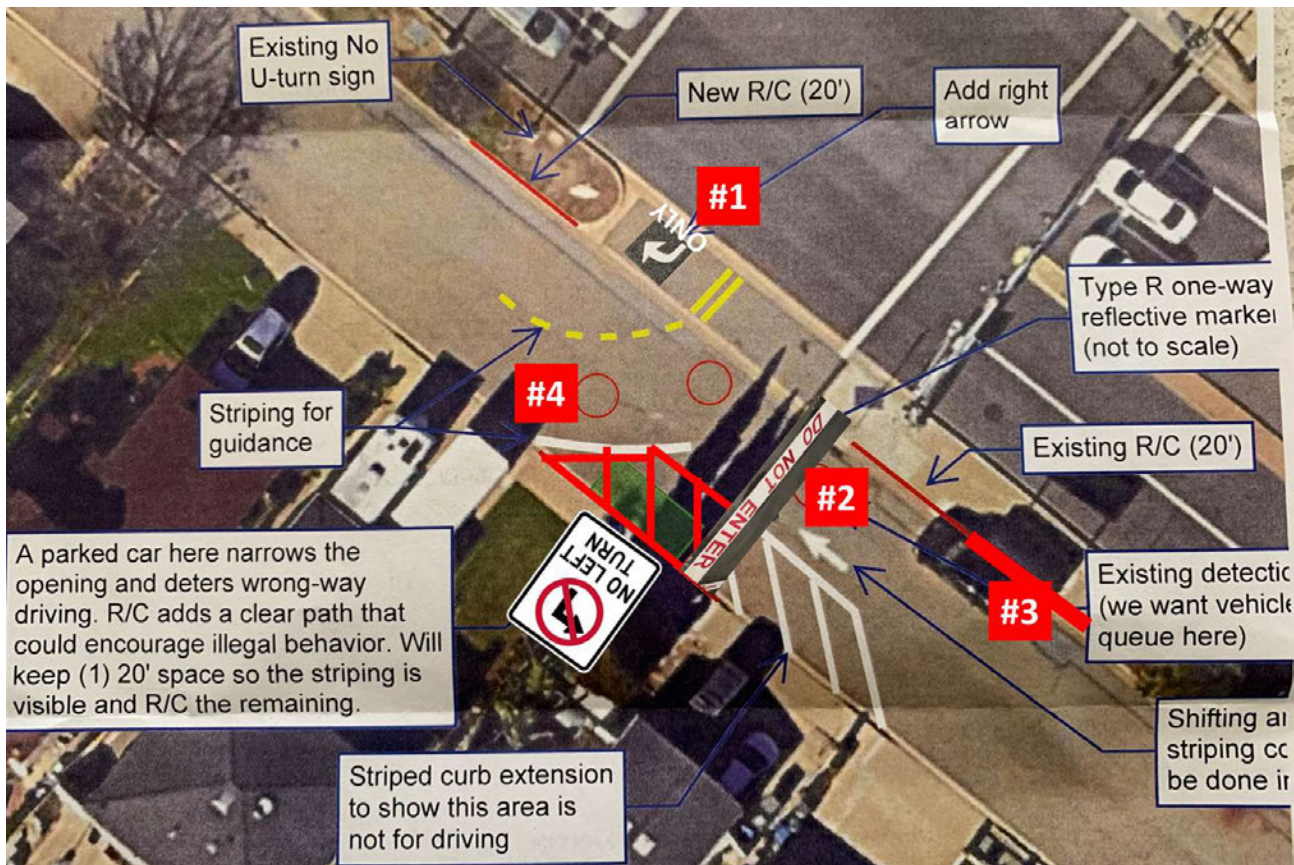
From: Mark Nelson (Home Gmail) <[REDACTED]>
Sent: Thursday, June 19, 2025 11:06 AM
To: CityClerk <CityClerk@redondo.org>; James Light <james.light@redondo.org>; Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>; Anneke Blair <[REDACTED]>; Jeffrey Gaul <Jeffrey.Gaul@redondo.org>; Alan Klainbaum <Alan.Klainbaum@redondo.org>; Nancy Skiba <Nancy.Skiba@redondo.org>; Austin Carmichael <austin.carmichael@redondo.org>; daniella.woodnicki@redondo.org; Gilbert M. Escontrias <Gilbert.Escontrias@redondo.org>; Cindi Arrata <Cindi.Arrata@redondo.org>; Candace Nafissi <Candace.Nafissi@redondo.org>; John Simpson <John.Simpson@redondo.org>; Andrew Beeli <Andrew.Beeli@redondo.org>; Jay Tsao <Jay.Tsao@redondo.org>; Steven Anderson <Steven.Anderson@redondo.org>; Bhuvan Bajaj <Bhuvan.Bajaj@redondo.org>; Traffic Engineering <trafficengineering@redondo.org>; Zein Obagi <Zein.Obagi@redondo.org>; Scott Behrendt <Scott.Behrendt@redondo.org>; Brad Waller <Brad.Waller@redondo.org>; Chadwick B. Castle <Chadwick.Castle@redondo.org>
Subject: Public Comment: Prospect Frontage Road Does NOT REQUIRE PARKING IN THE INTERSECTION - IT'S A CAUSE OF THE PROBLEM WE HAVE

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

Thank you to everyone who has been working on the Prospect Frontage road project. This is our first concentrated attention in my 30+ years on the street and we appreciate it.

We need the redesigned Frontage road intersection to provide UNIFOCUSED CLEAR GUIDANCE to incoming traffic off of Prospect.

- **RIGHT TURN ONLY ARROW AND PAVEMENT PAINT w/ YELLOW PAINTED ROAD DIVISION TO FORCE TRAFFIC NORTH**
- **LARGE DO NOT ENTER PAVEMENT PAINT AT THE END OF THE ONE-WAY (Caltrans offramp example)**
- **RED CURB ALONG THE ENTIRE BUS STOP FOR SAFETY BY INCREASED VISIBILITY**
- **LARGE EYE-LEVEL NO LEFT TURN SIGN**
- **NO PARKED CARS IN THE INTERSECTION**



As I noted in comments at the RBCC on 6/17/25 with my exhibit, the intersection at the Prospect Frontage does not require a parked vehicle in the intersection. In fact, it is a counterproductive visual cue. A parked vehicle, pointed southbound into the WRONG-WAY of the Frontage road is simply a 5000-pound **LEFT TURN OK HERE** sign. How do we know that? We have 30+ years of experience watching the U-turns off of Prospect go down the wrong-way on the one-way Frontage.

I posted security system video at <https://youtu.be/iadhACdAvY4> that is representative of the multiple times per day illegal U-turn issue.

The overwhelming majority of all wrong-way traffic on the Frontage is from illegal U-turns as drivers avoid the posted NO U-Turn signs on Prospect. And 9 times out of 10, the illegal U-turn occurs with a southbound parked car in the intersection pointing toward Diamond sending the visual cue that LEFT TURNS ARE OK.

My lived experience (6 cars hit parked in the intersection) is that a northbound parked car deterred more illegal wrong-way southbound traffic than the DO NOT ENTER signs that are ignored.

THANK YOU to Traffic Engineering for their latest design of the intersection - it's getting really close to complete. As you can see from the security video, **a southbound parked car invites illegal U-turns**, it does not deter them. **The overwhelming majority of illegal U-turns have a southbound car in the intersection.**

Wrong-way through traffic is the issue that would call for a parked car to narrow the road. THAT'S NOT OUR ISSUE - ours is U-Turns off Prospect.

And as I also noted at the RBCC meeting, I'm disabled, have pounds of metal and screws in my body, and I'm willing to walk from a couple houses away when I need to put a car on the street. **Morally, Convenience must take a backseat to Public Safety.** I'm from an LEO family that suffered a line of duty death. I grew up understanding the moral obligation of public safety in the most personal way possible.

1) We need a red curb in front of the 2 houses in the intersection (I've owned 511 for years and year) with a **LARGE NO LEFT TURN SIGN AT EYE LEVEL**

2) We need a red curb along the entire bus stop area. We do not want Dr. Lesser's story of urine and feces at our bus stop. Nor will we tolerate creating a place for children to be molested after LA County informed RBPW that there have been child predator investigations in the area of the bus stop.

Again, the morality of this decision is clear. Safety over Convenience.

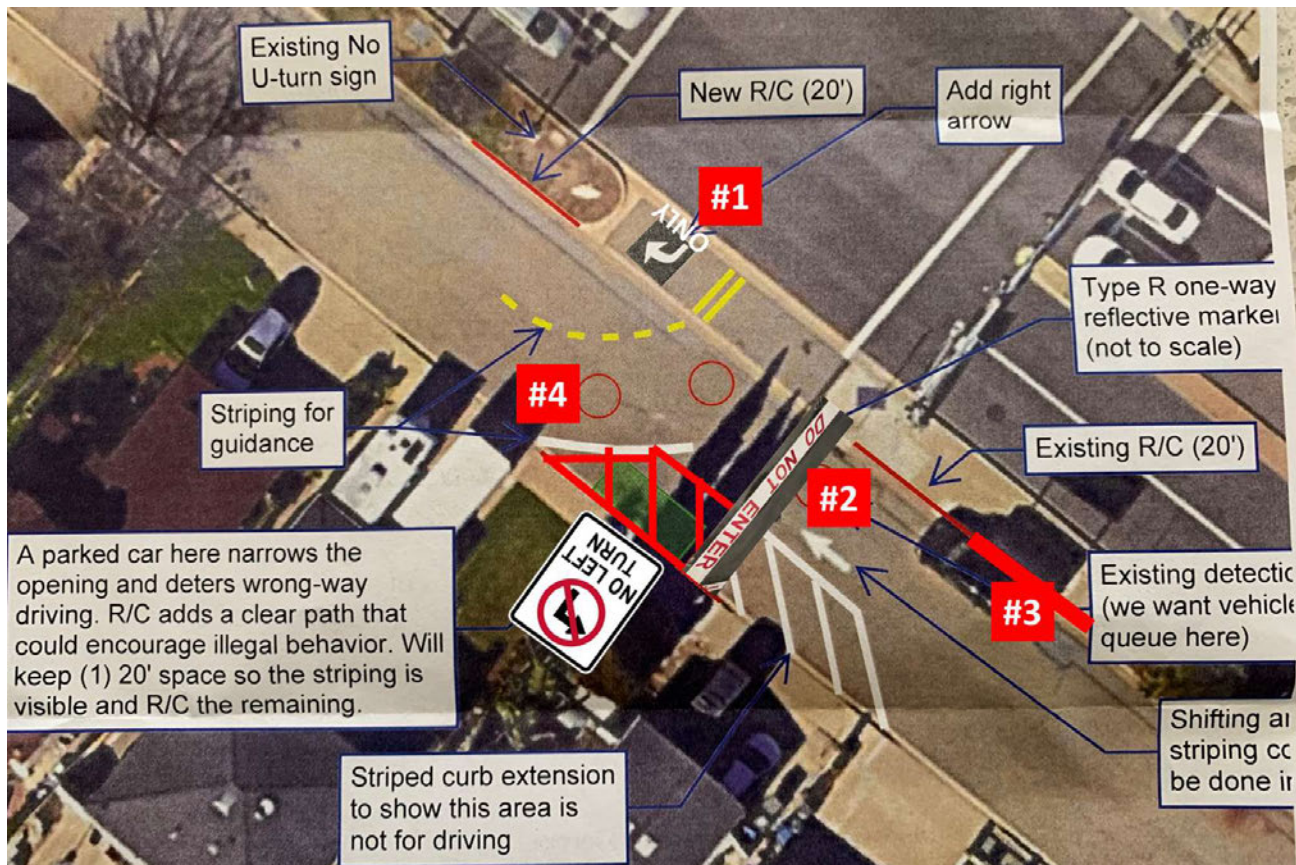
Thank you for your work, and please provide us with a safe intersection for the first time in my 30+ years on the street.

Further security video examples of the chaos in the T-intersection can be seen on Youtube at <https://youtu.be/doFsT46J43Q>

And the recent bus accident is at <https://youtu.be/afScK-jx1-E> I'm certainly grateful that no children were standing at the signal pole waiting to cross, and that no bicyclist was queued up in the road waiting to get onto Prospect.

Thank you again and I will attend the PWSC meeting either live or by Zoom if anyone has any questions.

Mark Nelson
Long time owner 511



Following review of the June 11th letter from Traffic Engineering about the North Prospect Frontage & BCHD Intersection, we have the following comments:

#1 Addition of the word **ONLY** in street paint to the Right Turn Arrow.

#2 Addition of the **CalTrans DO NOT ENTER street paint** that is now in use at the end of freeway offramps in addition to, or in place of, the red reflective markers. The same people that drive past 2 NO U-TURN SIGNS, 2 DO NOT ENTER SIGNS, 1 ONE-WAY SIGN, and OVER a 10-FOOT LONG WHITE ARROW will not be deterred by REFLECTIVE RED ROAD MARKERS

#3 Red curbing the rest of the bus stop for visibility as the key to safety, as per the findings of the University of California. The bus stop on the frontage has had mental health crises, medical emergencies, hospital dump offs in gowns, campers/sleepers, and transients. We were notified in an email from prior PW Director Semaan that **the frontage road has had child predator investigations**. Let's use the UC data about bus stops and the prior events and be safe instead of having an unseen medical emergency of child molestation because a van or SUV or even a car is parked next to the bus stop blocking the view of the enclosure.

#4 Red curb the area on the west side of the intersection entirely and add a **LARGE NO LEFT TURN SIGN**. Parking a single vehicle inside the intersection pointed southbound sends a CLEAR SIGNAL to drivers that SOUTHBOUND illegally against the one-way is acceptable. Don't squander an opportunity for safety by allowing a giant **TURN LEFT THE WRONG WAY** sign in the intersection. **RED CURB IT and add a NO LEFT TURN SIGN AS THE ONLY VISUAL - DO NOT INVITE WRONG WAY TRAFFIC WITH A SOUTHBOUND PARKED VEHICLE.**

DO NOT PROVIDE ANY MIXED MESSAGES TO DRIVERS FROM PROSPECT WITH SOUTHBOUND PARKED VEHICLES

