

## Jessica Handlin

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**From:** Ryan Liu  
**Sent:** Friday, June 20, 2025 8:35 AM  
**To:** Jessica Handlin  
**Cc:** Jesse Reyes  
**Subject:** FW: FYI - 500-600 N Prospect One-Way - Use of DO NOT ENTER painted message at One-Way in place of (or in addition to) reflectors

Hi Jessica,

Blue folder for J2 Prospect. Please redact at necessary. More to come.

**Ryan Liu, PE**

Redondo Beach | Traffic Engineering

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**From:** Mark Nelson (Home Gmail) <[REDACTED]>  
**Sent:** Thursday, June 19, 2025 09:41 PM  
**To:** Traffic Engineering <trafficengineering@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>  
**Cc:** Paige Kaluderovic <Paige.Kaluderovic@redondo.org>  
**Subject:** FYI - 500-600 N Prospect One-Way - Use of DO NOT ENTER painted message at One-Way in place of (or in addition to) reflectors

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

**FYI Only for Discussion at PWSC meeting - Caltrans states that the use of the DO NOT ENTER painted pavement is consistent with MUTCD - so there's no issue with the painted warning at the beginning of the one-way on Prospect Frontage.**

**Caltrans uses "DO NOT ENTER" pavement markings to indicate roadways where traffic is prohibited.** These markings are typically used in conjunction with a "DO NOT ENTER" sign and are placed on roadways where traffic should not enter from a specific direction.

Specifics about Caltrans' use of "DO NOT ENTER" markings:

Placement:

**"DO NOT ENTER" pavement markings are usually placed on the approach side of a roadway where traffic should not enter.**

Combination with signs:

These markings are typically used in conjunction with a "DO NOT ENTER" sign, reinforcing the prohibition of entry.

Purpose:

**The purpose is to clearly and visually warn drivers that they are proceeding in the wrong direction and should not enter the roadway from that direction.**

Color and Shape:

**The markings are typically a white solid line with the words "DO NOT ENTER" in red capital letters, often inside a red rectangle.**

MUTCD Compliance:

**The use of these markings aligns with the standards outlined in the Manual on Uniform Traffic Control Devices (MUTCD).**

Specific applications:

Caltrans uses these markings on various roadways, including exit ramps, **one-way streets, and areas where wrong-way driving is a safety concern.**

Not for general road closures:

While these markings indicate prohibited entry, they are not typically used for general road closures; other markings and signage would be used for that purpose.

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**From:** Ryan Liu  
**Sent:** Friday, June 20, 2025 8:36 AM  
**To:** Jessica Handlin  
**Cc:** Jesse Reyes  
**Subject:** FW: FYI - 500-600 N Prospect One-Way - Use of Discretionary Painted Red Curb to Enhance Visibility to Deter Crime at the Bus Stop is allowed under MUTCD

Second blue folder.

### Ryan Liu, PE

Redondo Beach | Traffic Engineering

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**From:** Mark Nelson (Home Gmail) <[REDACTED]>  
**Sent:** Thursday, June 19, 2025 10:00 PM  
**To:** Traffic Engineering <trafficengineering@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>  
**Cc:** Paige Kaluderovic <Paige.Kaluderovic@redondo.org>  
**Subject:** FYI - 500-600 N Prospect One-Way - Use of Discretionary Painted Red Curb to Enhance Visibility to Deter Crime at the Bus Stop is allowed under MUTCD

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Due to the child molestation/predator investigations in the local neighborhood area as noticed to us by former Director Semaan in email, additional red curb beyond the current daylighting behind the bus stop is needed. It's unclear if it's 10 feet more or 20 feet more, but it should be enough to assure clear visibility consistent with the University of California studies that state that visibility is a key attribute to the safety of bus stops. None of us would want a child molestation on our conscious for want of a quart of red curb paint, would we? Further, Dr. Lesser discusses urination, defecation and the unhoused and their impacts on arterial bus stops.

**This will be a topic of discussion at the PWSC next week.**

The following is the discussion of discretionary red curbs, specifically for increased visibility and safety - this precise requested use:

Within the context of the Manual on Uniform Traffic Control Devices (MUTCD), "**discretionary red zones**" generally refer to locations where red curbs and related parking restrictions are applied based on a jurisdiction's engineering judgment and established policies, not solely on mandatory standards.

Here's a breakdown of what that means:

Red curbs signify "no parking" zones. Red is the standard color used to indicate a complete prohibition of parking, stopping, or standing, with limited exceptions like bus stops designated with the appropriate signs.

"Discretionary" suggests a degree of flexibility in implementation. While the MUTCD provides guidance and standards for traffic control devices, it also allows for professional engineering discretion in specific applications, such as determining where and how to implement parking restrictions.

Examples of discretionary red zones:

**Visibility improvements:** Red curbing is often used at intersections to improve sight lines and safety.

Emergency services requests: Emergency responders may request red zones to ensure clear access.

Addressing congestion/efficiency: Red zones can be used in areas where parked cars hinder traffic flow or reduce

operational efficiency.

Specific locations: This can include areas like fire hydrants, mailboxes, and **transit stops**.

## Jessica Handlin

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**From:** Ryan Liu  
**Sent:** Friday, June 20, 2025 8:37 AM  
**To:** Jessica Handlin  
**Cc:** Jesse Reyes  
**Subject:** FW: FYI - 500-600 N Prospect One-Way - Causal effect of southbound parked cars on illegal wrong way driving

Third one.

### Ryan Liu, PE

Redondo Beach | Traffic Engineering

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**From:** Mark Nelson (Home Gmail) <[REDACTED]>  
**Sent:** Thursday, June 19, 2025 10:13 PM  
**To:** Traffic Engineering <trafficengineering@redondo.org>; Andrew Winje <Andrew.Winje@redondo.org>  
**Cc:** Paige Kaluderovic <Paige.Kaluderovic@redondo.org>  
**Subject:** FYI - 500-600 N Prospect One-Way - Causal effect of southbound parked cars on illegal wrong way driving

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

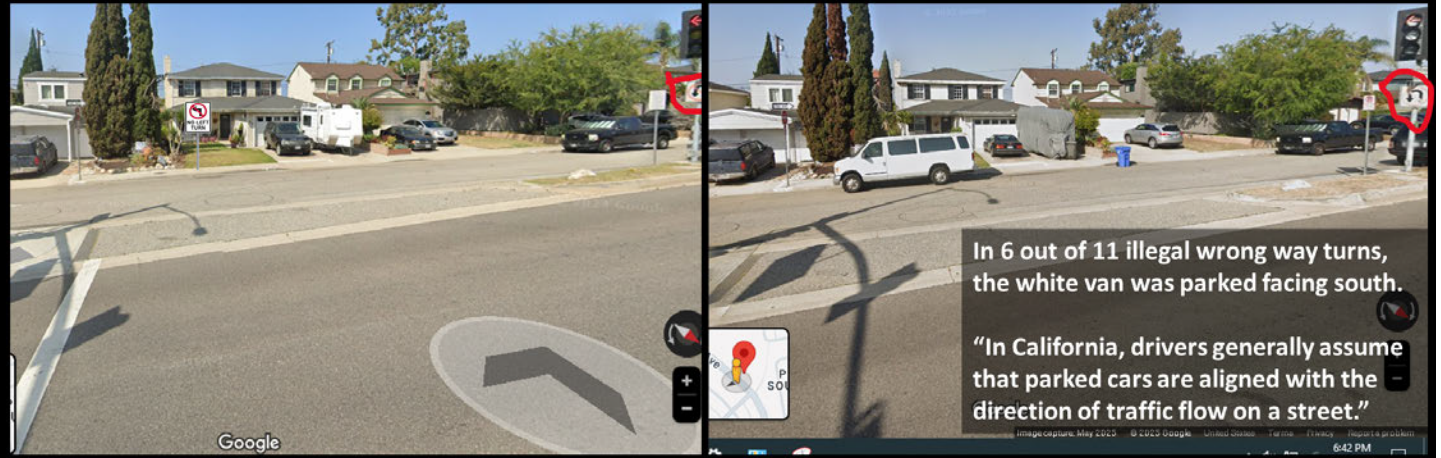
The overwhelming majority of wrong-way traffic is from illegal u-turns coming off of Prospect. As the video link clearly shows, the southbound parked vehicles are not deterrents. In fact, history shows that they send a clear visual cue to traffic that southbound, wrong-way traffic is allowed. The following will be a topic of discussion at the PWSC meeting. A 5000 pound, wrong-way facing vehicle has been demonstrated not to have any impact on reduced wrong way traffic.

See video at <https://youtu.be/iadhACdAvY4>

For more of the negative impacts of parking in the intersection of the frontage see video at <https://youtu.be/doFsT46J43Q>

# A SAFE STREET WITHOUT DRIVER GUESSWORK

- No Mixed Messages
- Traffic Safety
- Public Safety
- Child Safety



## Jessica Handlin

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**From:** Ryan Liu  
**Sent:** Friday, June 20, 2025 8:37 AM  
**To:** Jessica Handlin  
**Cc:** Jesse Reyes  
**Subject:** FW: FYI - 500-600 N Prospect One-Way - Overwhelmingly wrong-way traffic with Illegal U-Turns or Homegrown Wrong-Way by Neighbors

Fourth one. Should be it...for now.

### Ryan Liu, PE

Redondo Beach | Traffic Engineering

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**From:** Mark Nelson (Home Gmail) <[REDACTED]>  
**Sent:** Friday, June 20, 2025 12:02 AM  
**To:** Andrew Winje <Andrew.Winje@redondo.org>; Traffic Engineering <trafficengineering@redondo.org>  
**Cc:** Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; Joy Ford <joy.ford@redondo.org>  
**Subject:** FYI - 500-600 N Prospect One-Way - Overwhelmingly wrong-way traffic with Illegal U-Turns or Homegrown Wrong-Way by Neighbors

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This link shows about 10 minutes of wrong way traffic clips. <https://youtu.be/AR0O7e2byAc>

80% are wrong way traffic from illegal U turns.

10% are service vehicles like UPS, vans, etc.

10% are the residents/guests of 513 - the silver quadcab, the black range rover, etc. 513 is the wrong way driver during the morning when the City had workers out on the frontage. Very dangerous with a low rising sun with workers on the road. But not unusual behavior unfortunately.

As a result, it's very clear that we do not need any parking in the intersection to "narrow it". If 50% of the wrong way traffic were cut through from the north ingress to Diamond, maybe that would be a discussion. As is, if 513's drivers were reined in, the delivery drivers were politely told to not travel the wrong way, and we had a NO LEFT TURN sign prominently displayed at eye level on the west side of the frontage intersection, we'd be much, much safer.

The car(s) parked in the intersection pointed southbound are merely a cue for wrong way traffic to turn left on the illegal U-Turns.

Remember, the way this works is ...

- 1) driver needs to make a U-turn on big Prospect
- 2) driver doesn't see no U-turn signs until they are committed in the turn lane
- 3) driver glances left at frontage and sees anywhere from one to four vehicles parked facing south in front of the 511/513 lots and across the 513 driveway and ass-u-mes southbound is legal
- 4) driver turns into the intersection and maybe sees the Do Not Enter, or the thoroughly misplaced one-way sign that makes no sense at all after the end of the one-way section, and needs to make a decision.
- 5) many drivers then head illegally to Diamond down the wrong-way - they are committed
- 6) the rest do a tortured 3-point turn and turn right back on Prospect.

Several of us have had cars hit IN OUR OWN DRIVEWAYS from folks that aborted illegal U-turns and needed to turn around.

Long story short - parking in the intersection is logistically and cognitively a signal to drivers that the frontage road heads SOUTHBOUND legally. It does not.

Thanks!



## Jessica Handlin

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**From:** Ryan Liu  
**Sent:** Friday, June 20, 2025 2:42 PM  
**To:** Jessica Handlin  
**Cc:** Jesse Reyes  
**Subject:** FW: FYI - 500-600 N Prospect One-Way - Overwhelmingly wrong-way traffic with Illegal U-Turns or Homegrown Wrong-Way by Neighbors

Another one.

### Ryan Liu, PE

Redondo Beach | Traffic Engineering

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**From:** Mark Nelson (Home Gmail) <[REDACTED]>  
**Sent:** Friday, June 20, 2025 10:35 AM  
**To:** Traffic Engineering <trafficengineering@redondo.org>  
**Cc:** Andrew Winje <Andrew.Winje@redondo.org>; Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; Joy Ford <joy.ford@redondo.org>; Candace Naffissi <[REDACTED]>  
**Subject:** Re: FYI - 500-600 N Prospect One-Way - Overwhelmingly wrong-way traffic with Illegal U-Turns or Homegrown Wrong-Way by Neighbors

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Adding PWSC Commissioner Naffissi to the distribution for awareness.

Thank you. As someone with 40 years and \$5B in commercial industrial development, I have been required to fund the revision of many segments of roads throughout California and Nevada to facilitate changing traffic patterns caused by my developments. In this specific case, I have the advantage of terabytes of road video, years of lived experience in the location, and unifocus on this project. Those are project-specific benefits that Traffic Engineering doesn't have. I am compiling a list for distribution at the meeting to the Commissioners for their decision making background.

### FACTS FOR DISCUSSION WITH THE PWSC (incomplete at this time)

- Current City supplied traffic controls fail to mitigate the safety risks as demonstrated by the current illegal traffic situation
- Wrong-way U-Turns continue to occur daily with parking in the intersection as recommended by Traffic Engineering
- The overall wrong-way traffic is supermajority caused by illegal U-Turns from Prospect, not through traffic
- Caltrans has determined that DO NOT ENTER road paint is compliant with MUTCD and is used by Caltrans at freeway off ramps to reduce the risk of wrong-way entrance to the road
- Discretionary red curb for visibility and safety for the bus stop is de facto compliant with MUTCD

Thanks again for your work. We are getting closer to a safe and workable solution.

Mark Nelson

On Fri, Jun 20, 2025 at 8:34 AM Traffic Engineering <trafficengineering@redondo.org> wrote:

Hi Mark,

Confirming that we received your four most recent emails. Because the agenda for next Monday's PWSC meeting has been posted, we will include all subsequent public comment (including yours) in the blue folder for this agenda item. So any further discussion about this topic will occur at the public meeting. What I will say is...please trust that we thoroughly reviewed and considered all the suggestions you sent over the past couple months.

**Ryan Liu, PE**

City Transportation Engineer

Public Works | Engineering

310.318.0661 | [TrafficEngineering@redondo.org](mailto:TrafficEngineering@redondo.org)



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**From:** Mark Nelson (Home Gmail) <[REDACTED]>  
**Sent:** Friday, June 20, 2025 12:02 AM  
**To:** Andrew Winje <[Andrew.Winje@redondo.org](mailto:Andrew.Winje@redondo.org)>; Traffic Engineering <[trafficengineering@redondo.org](mailto:trafficengineering@redondo.org)>  
**Cc:** Paige Kaluderovic <[Paige.Kaluderovic@redondo.org](mailto:Paige.Kaluderovic@redondo.org)>; Joy Ford <[joy.ford@redondo.org](mailto:joy.ford@redondo.org)>  
**Subject:** FYI - 500-600 N Prospect One-Way - Overwhelmingly wrong-way traffic with Illegal U-Turns or Homegrown Wrong-Way by Neighbors

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Several of us have had cars hit IN OUR OWN DRIVEWAYS from folks that aborted illegal U-turns and needed to turn around.

Long story short - parking in the intersection is logistically and cognitively a signal to drivers that the frontage road heads SOUTHBOUND legally. It does not.

Thanks!

*Please note that email correspondence with the City of Redondo Beach, along with attachments, may be subject to the California Public Records Act, and therefore may be subject to disclosure unless otherwise exempt. The City of Redondo Beach shall not be responsible for any claims, losses or damages resulting from the use of digital data that may be contained in this email.*

## Jessica Handlin

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**From:** Ryan Liu  
**Sent:** Monday, June 23, 2025 8:42 AM  
**To:** Jessica Handlin  
**Cc:** Jesse Reyes  
**Subject:** FW: Blue Folder Comment: PWSC J2  
**Attachments:** BLUE FOLDER J2 Support Presentation for Mark Nelson 6-23-25 (FINAL).pdf

Here is a new blue folder item for Prospect.

### Ryan Liu, PE

Redondo Beach | Traffic Engineering

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**From:** Mark Nelson (Home Gmail) <[REDACTED]>  
**Sent:** Sunday, June 22, 2025 05:36 PM  
**To:** 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>; Paige Kaluderovic <Paige.Kaluderovic@redondo.org>; James Light <james.light@redondo.org>  
**Subject:** Blue Folder Comment: PWSC J2

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

Please insert the attached comment into the PWSC blue folder for Monday night. Thank you.

## Blue Folder Item from Mark Nelson for Discussion During Public Comment

### Item J2 – Prospect Frontage Road

Because public comment time is limited (3 minutes) I am providing this packet of supporting evidence for my public comment.

I can be reached by email at [REDACTED] for questions

### KEY POINTS

The 26-foot frontage is very narrow for 2-side parking and 2-way traffic

The intersection is confusing with 1-way traffic meeting 2-way traffic and intersecting with BCHD and Prospect

Parking within the intersection is SOUTH FACING –the Wrong-Way for the one-way segment

There are 68 on-street spaces for 27 houses on the Frontage. At 2.5 on-street spaces per home, WE MUST BE AMONG THE MOST PARKING RICH RESIDENTIAL STREETS IN REDONDO

This is the first revamp of the Frontage in OVER 30 YEARS.

**In 75%+ of Wrong-Way turns, one or more cars are parked in the intersection south facing. PARKING IN THE INTERSECTION IS NOT A DETERENT TO ILLEGAL ACTION WHATSOEVER.**

Preserving 1 or 2 parking spots (2.5% of the overall stock) while compromising safety is short-sighted, dangerous, and could set the City up for litigation in the event a pedestrian or bicyclist is struck after the redesign.

**Please value PUBLIC SAFETY above PERSONAL CONVENIENCE**

**SUPPORT ONLY DO NOT ENTER and NO LEFT TURN VISUAL CUES AT THE INTERSECTION**

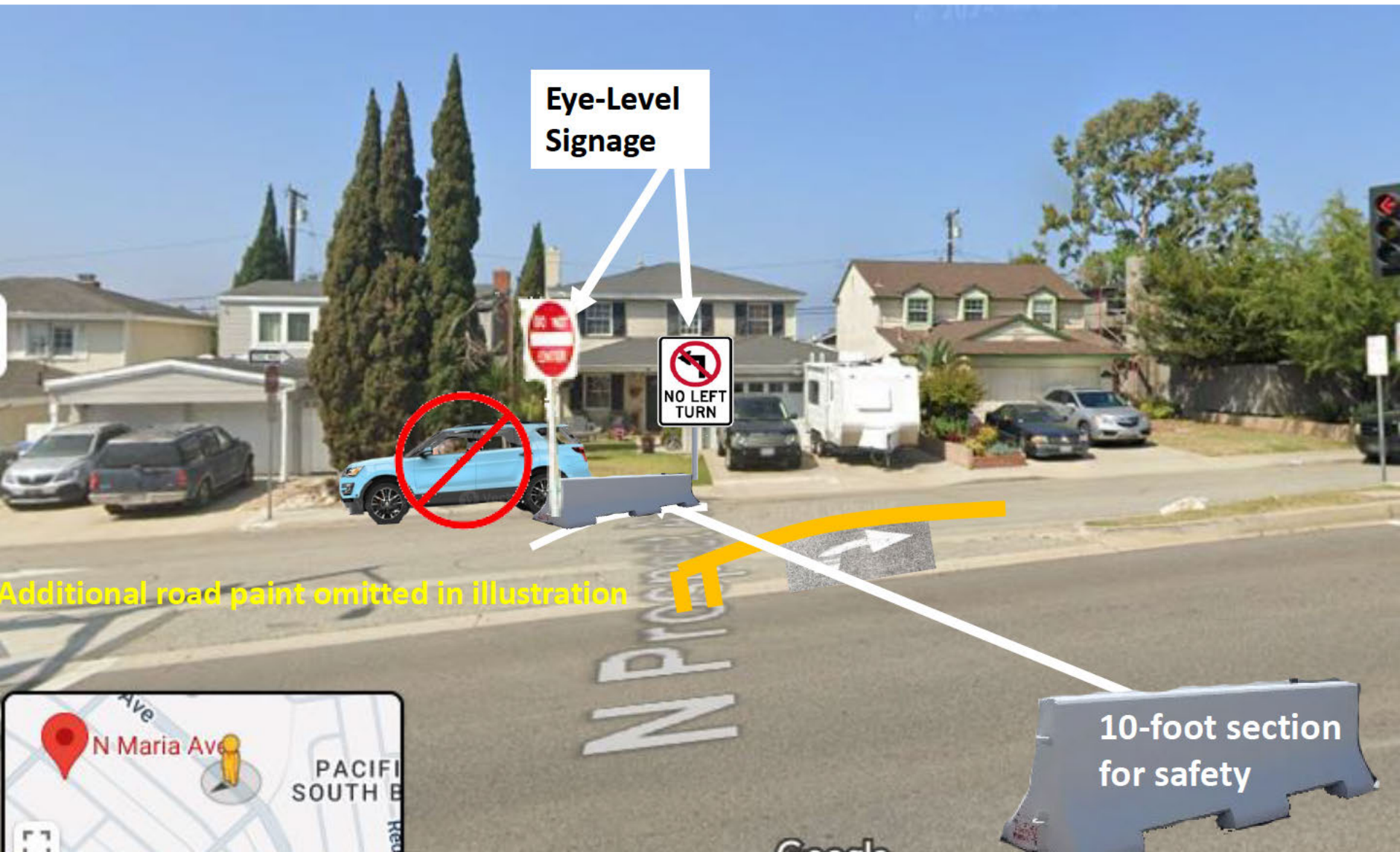
**REJECT A 2000 to 6000 POUND VEHICLE POINTED SOUTH AS A VISUAL CUE**

Thank you.



# NO VEHICLE PARKING ALTERNATIVE

**DON'T SEND ANY MIXED MESSAGES REGARDING DIRECTION OF FLOW WITH A SOUTHBOUND PARKED VEHICLE**



# Safety is an issue at the Frontage Rd Intersection

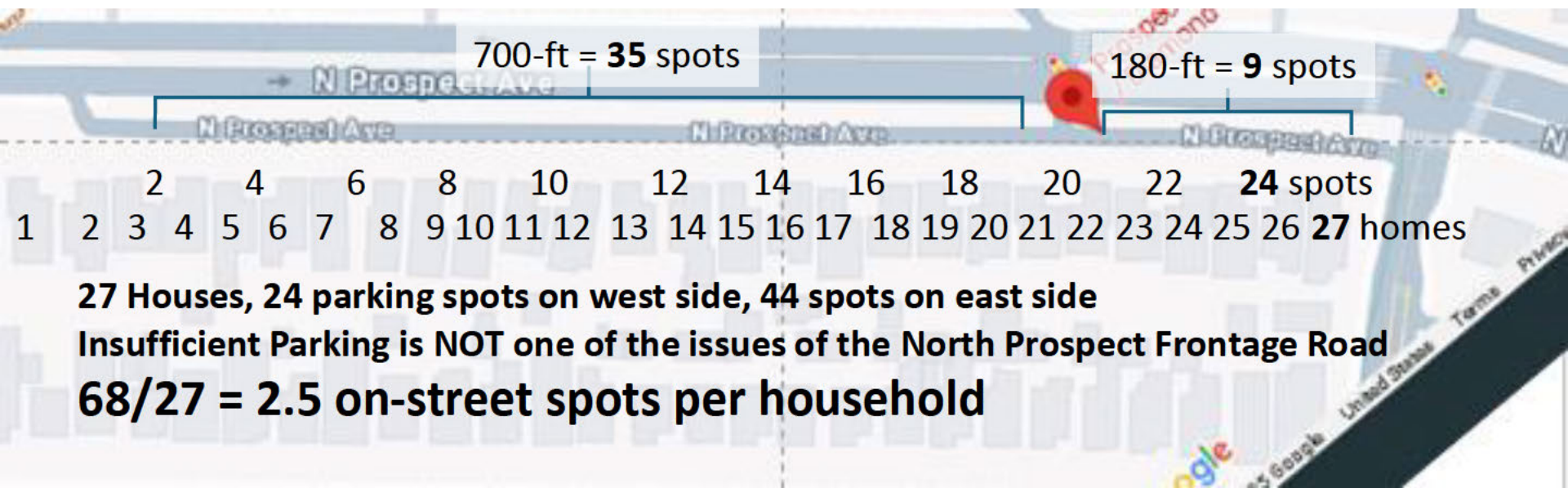
**#1 – Illegal, Wrong-Way U-Turns off Prospect**

**#2 – Visibility into the Bus Stop area**

**#4 – Wrong-Way Non-Resident Through Traffic**

**#4 – Wrong-Way Resident Traffic**

**Thankfully, PARKING is plentiful with 2.5 on-street spaces per house**





# Photos of ample on-street parking availability

## South-facing toward Diamond

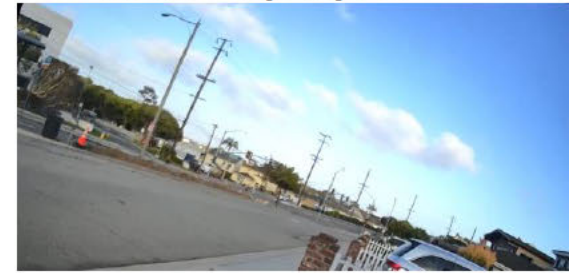
7AM – 6/20/25



Noon – 6/20/25



7PM – 6/20/25

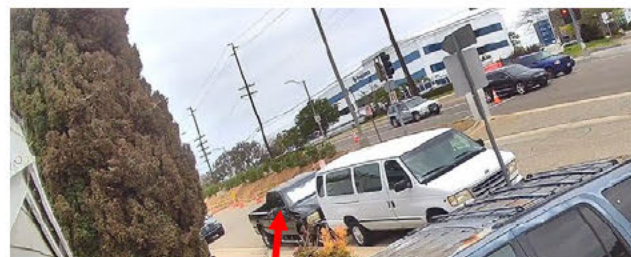


## North-facing toward Beryl

7AM – 6/20/25



Noon – 6/20/25



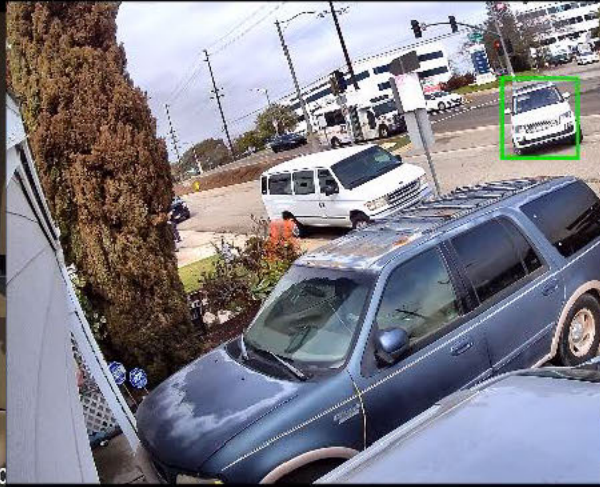
7PM – 6/20/25



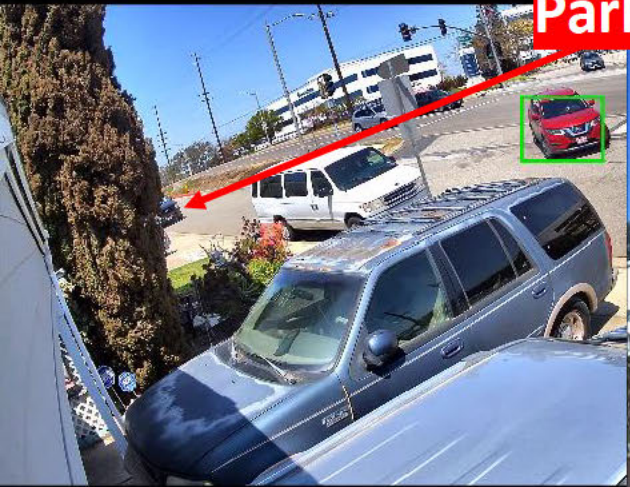
**CVC 22500 (e)(1) Violation  
Parked Across Driveway**



# Parked Cars Do Not Inhibit Illegal U-Turns

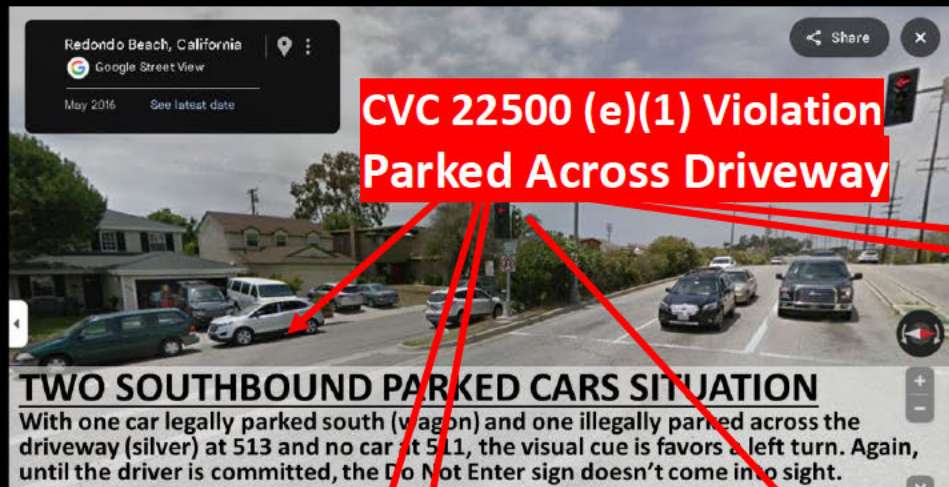


**CVC 22500 (e)(1) Violation**  
**Parked Across Driveway**





# Parked Cars More Likely to Provide Confirmation Bias that Southbound is OK

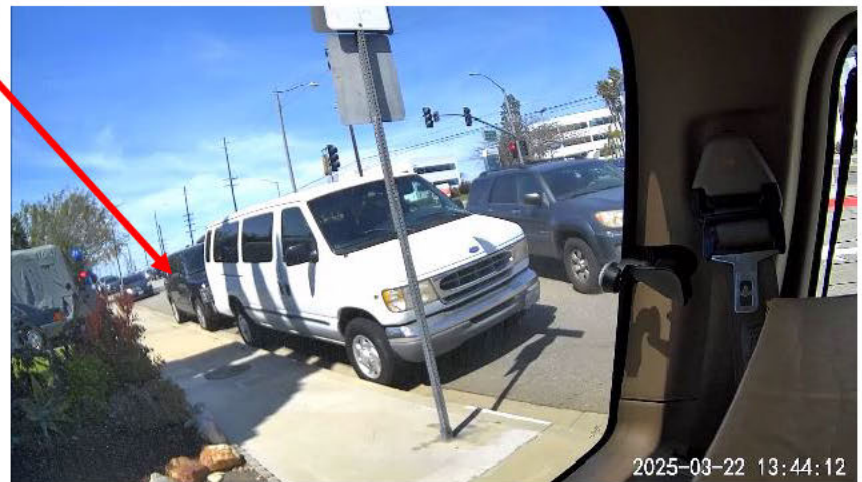


**THREE SOUTHBOUND PARKED CARS SITUATION**  
Due to the unavailability of Google Earth photos, this photo from a security system was used. It is the from the West of the same parking spots. With one car legally parked south (van) and one illegally parked across the driveway (black pickup) at 513 and one car parked illegally south at 511 (gray SUV), the visual cue clearly favors a left turn. Again, until the driver is committed, the Do Not Enter sign doesn't come into sight.



## THREE SOUTHBOUND PARKED CARS SITUATION

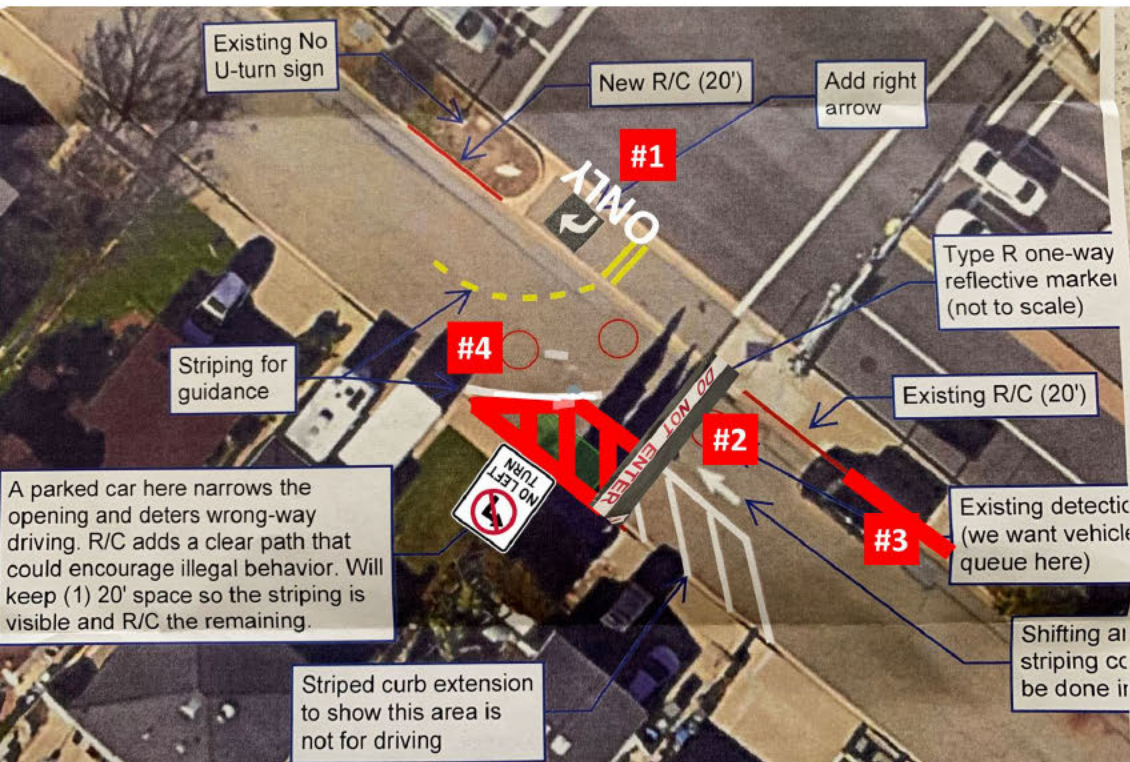
THIS IS AN ALTERNATIVE VIEW OF 3 SOUTHBOUND BECAUSE IT LEAVES AN EMPTY SPACE IN FRONT OF 511. Due to the unavailability of Google Earth photos, this photo from a security system was used. It is the from the West of the same parking spots. With one car legally parked south in front of 513 (van) and one illegally parked across the driveway (black SUV) at 513 and one car parked illegally south across 515 (black SUV), the visual cue clearly favors a left turn. Again, until the driver is committed, the Do Not Enter sign doesn't come into sight.



**Vehicles Do Not Inhibit Illegal U-Turns**



# REQUESTED SAFETY ACTIONS



#1 – “ONLY” Allowed by MUCTD for more restrictive, exclusive turn arrows

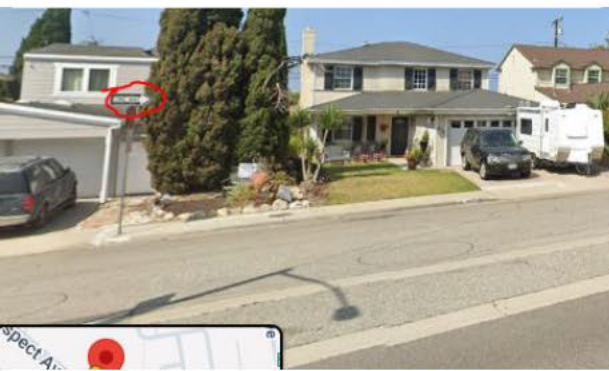
#2 – DO NOT ENTER pavement paint. Stated MUCTD compliant by Caltrans

#3 – Red Curb for Visibility and Safety of the Bus Stop. Univ of CA recommends clear visibility for safety. MUCTD allows discretionary red curb visibility/safety use. CHILD PREDATOR INVESTIGATIONS IN AREA PROVIDE COMPELLING EVIDENCE.

#4 – Removal of parking, installation of No Left Turn. Current One-Way sign is ineffective. Visual driver cue from southbound parked vehicles that encourage illegal left turns

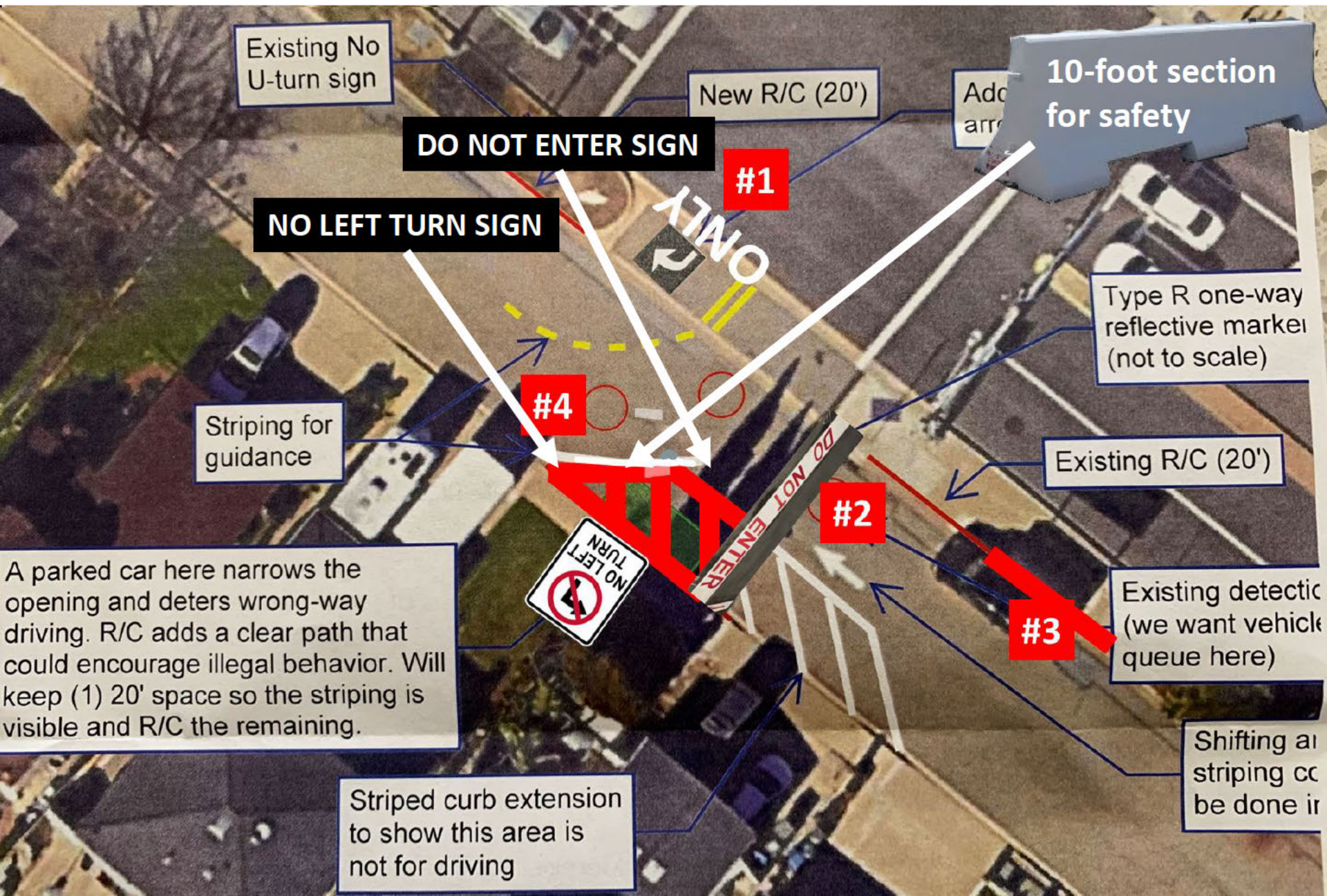
**In over half of illegal wrong way turns, white van was parked southbound. In over three-quarters of illegal wrong-way turns at least some vehicle was present facing Southbound**

**Current One-Way Sign is Ineffective**





# Alternative for Higher Safety – K-rail or other barrier material





# Alternative for Higher Safety – K-rail or other barrier material

## Add signage at each end of K-rail for clarity and safety

