

BLUE FOLDER ITEM

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CITY COUNCIL MEETING April 7, 2020

H.17 APPROVE THE INSTALLATION OF LEFT TURN RESTRICTION AND TIME-RESTRICTED LOADING ZONE ON SOUTH SIDE OF RIPLEY AVENUE, EAST OF ADAMS MIDDLE SCHOOL, BETWEEN HARRIMAN LANE AND INGLEWOOD AVENUE

CONTACT: TED SEMAAN, PUBLIC WORKS DIRECTOR

PUBLIC COMMUNICATION

Khatirah Nazif

From: Agenda Comments
Sent: Tuesday, April 7, 2020 7:55 AM
To: Khatirah Nazif
Subject: FW: Item H17 Left turn restrictions on Ripley at Adams MS

Blue Folder for tonight

From: Grace Peng [REDACTED]
Sent: Monday, April 6, 2020 9:20 PM
To: Agenda Comments <agendacomment@redondo.org>
Subject: Fwd: Item H17 Left turn restrictions on Ripley at Adams MS



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

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

From: Grace Peng <[REDACTED]>
Date: Mon, Apr 6, 2020 at 5:47 PM
Subject: Item H17 Left turn restrictions on Ripley at Adams MS
To: Laura Emdee <laura.emdee@redondo.org>, <christian.horvath@redondo.org>, John Gran <john.gran@redondo.org>

Council Members,

I am writing about the suggested left turn restrictions on Ripley into the Adams MS parking lot. My daughter attended AMS and I was there as often as 3 times a week as a volunteer math tutor.

I generally agree that traffic congestion and safety is a problem at AMS and that the left turn prohibition is a good idea.

However, I would also like to urge city council to make other safety improvements at the intersections of Ripley with Phelan, Clark and Lilienthal.

Put in all-way pedestrian scrambles (aka Barnes Dance) at each of those three crossings so that kids can take the shortest crossing. Ripley crosses the NRB street grid on the diagonal. Giving kids the option of crossing Ripley on the diagonal of the diagonal restores the short, perpendicular route, minimizing pedestrian exposure time spent in the street.



At the very least, put in a pedestrian scramble at the intersection of Phelan and Ripley. Paint figures of pedestrians and bicyclists inside the box to raise awareness of the shared space, especially amongst motorists.



The NRB bike path dumps bike riders on Phelan. Students riding their bikes to AMS then ride along Phelan and need to cross Ripley to get to the bike storage area. The absence of a marked crosswalk between the NW corner of Phelan/Ripley and the school forces bicyclists to either 'take the lane' and (dangerously) mix in with cars waiting in line at the intersection, or make two cross sequential crosswalk crossings at Phelan, and then Ripley.

Give the kids a safe and direct route and they will use it.

The addition of a loading zone along the north side of Ripley is a good

idea. But, kids need short and convenient crossings. Don't make them walk from the middle (near Clark) all the way to Lilienthal or Phelan (300+ ft away) only to force them to make two successive street crossings of 50-70 feet because of the lack of crosswalk connections. Think how long it takes to walk that far and wait for an opening between cars.

We shouldn't have to learn from the blood sacrifice of kids that 'darted into traffic.' Let's engineer our streets so that kids don't have to do that. Give them short, convenient and SAFE crossings.

Additionally, I urge the city to make safety improvements on 190th street between Rindge and Blossom/Beryl. Rindge and Beryl are important bike routes linking north and south RB, particularly for RUHS students.



How do you safely cross 190th and make the connection between Rindge and Beryl on a bike? There is no bike lane on 190th. Each of those intersections are missing at least one crosswalk leg. The traffic sensors do not detect bicycles, forcing bicyclists to dismount, run up on the sidewalk, push a button, and then move their bike back on the street (while dodging cars making right turn on red.)

In ordinary times, the BCT buses between NRB and RUHS are packed. Buses sometimes strand students at stops due to lack of capacity. Students should be able to bike to school safely. We, as adults, have failed them. Let us walk in their shoes, bike in their toeclips, and give them safe routes to school.

Grace Peng