

A. CALL MEETING TO ORDER

A Virtual, Regular Meeting of the City of Redondo Beach Public Works Commission was called to order by Chair Funabashi at 7:00 p.m.

B. ROLL CALL

Commissioners Present: Bajaj, Garcia, Glass, Hannon, Minne, Vice Chair Simpson, Chair Funabashi
Commissioners Absent: None
Officials Present: Ted Semaan, Public Works Director
Gene Kim, City Traffic Engineer
Andrew Winje, City Engineer

C. SALUTE TO THE FLAG

Chair Funabashi led in the Salute to the Flag.

D. APPROVE ORDER OF AGENDA

The Commission approved the order of the agenda by consensus.

E. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS - None

E.1 For Blue Folder Documents Approved at the Public Works Commission meeting

F. CONSENT CALENDAR

F.1 APPROVAL OF AFFIDAVIT OF POSTING OF THE PUBLIC WORKS COMMISSION REGULAR MEETING OF JUNE 28, 2021

F.2 APPROVAL OF THE MINUTES OF THE REGULAR PUBLIC WORKS COMMISSION MEETING OF APRIL 26, 2021

There were no public comments or eComments for this item.

Motion by Commissioner Hannon, seconded by Vice Chair Simpson, to approve the Consent Calendar, as presented. Motion carried unanimously (7-0), by roll call vote.

G. EXCLUDED CONSENT CALENDAR ITEMS - None

H. PUBLIC PARTICIPATION NON-AGENDA ITEMS

H.1 PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Alan Klainbaum reported that Athens Waste Management is shuttling trash from commercial areas onto residential areas including in front of his house; stated he has complained numerous times without resolution and requested the Commission's help. He added that they do not respect their operating hours; begin picking up trash at 6:00 a.m. and reported he has an upcoming meeting with Public Works Director Ted Semaan to discuss the issue.

There were no other public comments on this item.

I. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None

J. ITEMS FOR DISCUSSION PRIOR TO ACTION

J.1. 182ND STREET BETWEEN INGLEWOOD AVENUE AND RAILROAD TRACKS TRAFFIC CALMING ENHANCEMENTS

CONTACT: GENE KIM, CITY TRAFFIC ENGINEER

City Traffic Engineer Gene Kim narrated a PowerPoint presentation with details of the Administrative Report; addressed background; discussed the study segment, existing conditions, posted speed limit, data, and observations, traffic calming techniques, recommended concepts, fiscal impacts, and general recommendations.

Chair Funabashi opened public comments.

Michael Darling spoke in support of traffic calming enhancements on 182nd Street and suggested moving the edge line to provide a 10-foot parking lane and a 10-foot, eastbound travel lane.

Danielle Quinto thanked the Commission for considering this matter; spoke in support of the plan and stated she would like to see the white line extended more than 10 feet for increased safety.

Adam, Spencer, and Jenny Trombley spoke about nearby schools and increased pedestrian traffic; thanked the Commission for considering adding traffic calming measures to 182nd Street and requested the Commission consider a 10-foot parking lane other than the 8-foot lane recommended by staff and adding a bicycle lane.

City Traffic Engineer Kim read eComments from:

Monique Mitchell – Supported the proposed traffic-calming efforts and suggested adding another sign indicating it is a residential neighborhood and children are at play and making the parking lane 10-feet wide.

Danielle Quinto– Supported the proposed traffic-calming efforts and suggested making the parking lane 10-feet wide and a wider bicycle lane.

Kenny Aprada - Supported the proposed traffic-calming efforts and recommended making the painted edge line 10 feet instead of 8 feet.

Spencer Trombley - Supported the proposed traffic-calming efforts and recommended making the painted parking lane 10 feet instead of 8 feet and requested adding a bicycle lane adjacent to the parking lane and installing a blockade on the eastbound lane at the railroad tracks.

There were no other public comments for this item.

Discussion followed regarding coordinating with the railroad to have them update their warning markings, reducing the traffic lane from 12 feet to 10 feet to help reduce speeds, the possibility of installing a Class 2 bicycle lane, the possibility of the speed limit being increased depending on the results of future surveys, considering phasing the signal at 182nd Street and Inglewood, differently so that eastbound direction had its own left/right phasing, looking deeper at next steps, a delay in installing radar feedback signs in other approved locations, street classification and reducing the eastbound travel lane for increased parking.

City Traffic Engineer Kim suggested hatching the parking lane to appropriately delineate between the travel lane and the parking lane.

Discussion followed regarding concerns about the door zone.

Public Works Director Semaan suggested reducing the eastbound travel lane to 10 feet with the residual being hatched as the parking lane.

Motion by Commissioner Garcia, seconded by Commissioner Glass, to accept staff's recommendations but direct staff to reduce the eastbound travel lane to 10 feet, add hatch marks to the residual area to distinguish it as the parking lane, to evaluate the future potential for bicycle lanes, explore signal phasing at the intersection of 182nd and Inglewood, and return to the Commission with a report, regarding the latter. Motion carried unanimously (7-0), by roll call vote.

J.2. ALTA VISTA PARK ACCESS ROAD ROADWAY MODIFICATIONS

CONTACT: GENE KIM, CITY TRAFFIC ENGINEER

City Traffic Engineer Gene Kim narrated a PowerPoint presentation with details of the Administrative Report; addressed background; spoke about existing conditions, surrounding properties, speed data collected, speed limits; presented recommended enhancements including trying to establish a 15 miles/hour speed limit; discussed speed cushions and speed tables and the need to consider appropriate drainage and construct ADA curb ramps and presented fiscal impacts and recommendations.

There were no public comments for this item.

Discussion followed regarding available funding sources for park improvements and recreation services, impacts to parking by the installation of speed cushions, ensuring emergency vehicle access, the benefits of speed tables in terms of increased pedestrian safety, the possibility of installing pedestrian crossing signs identifying the speed table crossing area and ADA ramps.

Chair Funabashi opened public comments.

Mara Lange (eComment) – Noted there has been discussion about adding a community garden in the southwest corner of the park.

There were no other public comments for this item.

Public Works Director Semaan reported the proposed improvements will have not impact on the community garden.

Motion by Commissioner Hannon, seconded by Vice Chair Simpson, to accept staff's recommendations including exploring implementing a 15-mph speed limit and installing pedestrian crossing signs identifying the speed table crossing area and appropriate ADA ramps. Motion carried unanimously (7-0), by roll call vote.

J.3. CALTRANS' PCH ARTERIAL IMPROVEMENTS PROJECT AND IMPACTS TO ON-STREET PARKING

CONTACT: ANDREW WINJE, CITY ENGINEER

City Engineer Andrew Winje narrated a PowerPoint presentation regarding impacts to parking from the PCH Arterial Improvements Project; addressed background and history, related impacts to parking and recommendations.

Discussion followed regarding the importance of keeping traffic moving, prior safety improvements, coordination with the City of Torrance, consideration of pedestrian and bicycle safety in the study, concerns with left turns at South PCH and I Street, the need for Caltrans to gain community engagement, the need for buy-in from the City of Torrance regarding the right-hand turn from South PCH to Torrance Boulevard City Council's jurisdiction to make the ultimate call on the matter and the possibility of encouraging Caltrans to consider additional measures for increased bicycle and pedestrian safety.

There were no public comments on this item.

Motion by Commissioner Hannon, seconded by Vice Chair Simpson, to endorse staff's recommendations and receive and file the Administrative Report, as presented. Motion carried unanimously (7-0), by roll call vote.

J.4. PRIORITIZATION STRATEGIES FOR DEFERRED MAINTENANCE STREET INVENTORY

CONTACT: ANDREW WINJE, CITY ENGINEER

City Engineer Winje narrated a PowerPoint presentation regarding prioritization strategies for deferred maintenance street inventory; addressed background and history and discussed City inventory and investment, rehabilitation concepts, strategies, goals and considerations and recommendations.

Commissioner Bajaj left the meeting.

Discussion followed regarding challenges in terms of there not being enough money, sealing, prioritizing through a community process, availability of grants for safety improvements, the pavement management program, addressing political impacts, efforts to minimize costs, the possibility of offsetting costs by collecting fees from utility companies, moratoriums, and pavement restoration requirements.

There were no public comments on this item.

Motion by Commissioner Minne, seconded by Commissioner Garcia, to receive and file the Administrative Report, as presented. Motion carried unanimously (6-0), by roll call vote, with Commissioner Bajaj, absent.

K. MEMBER ITEMS AND REFERRALS TO STAFF

Vice Chair Simpson referenced traffic lights on Artesia at Rindge and at Green and suggested changing the signals so that they allow left turns only on protected arrows.

Public Works Director Semaan reported City Council has allocated money so that Commission meetings can be held monthly.

L. ADJOURNMENT

There being no further business to come before the Commission, Vice Chair Simpson motioned, seconded by Commissioner Hannon, to adjourn at 10:07 p.m. to the next, regular meeting of the Redondo Beach Public Works Commission to be held at 7:00 p.m. on August 23, 2021. Motion carried (6-0), with Commissioner Bajaj, absent.

Respectfully submitted,



Ted Semaan
Public Works Director



Administrative Report

J.1., File # PW21-2693

Meeting Date: 6/28/2021

To: **PUBLIC WORKS COMMISSION**
From: **DEPARTMENT OF PUBLIC WORKS**

TITLE

182ND STREET BETWEEN INGLEWOOD AVENUE AND RAILROAD TRACKS TRAFFIC CALMING ENHANCEMENTS

EXECUTIVE SUMMARY

- Review the engineering report, receive public input, and provide direction to Staff regarding proceeding with roadway modifications to 182nd Street between Inglewood Avenue and railroad tracks.

In an ongoing effort to address resident concerns about vehicle speeds and safety, Staff has evaluated 182nd Street between Inglewood Avenue to the railroad tracks to determine appropriate traffic calming alternatives to enhance safety along this segment. 182nd Street is generally used to connect the two adjacent arterial roadways of Inglewood Avenue and Hawthorne Boulevard and used for school commute to-and-from Washington Elementary School. Staff's observations and data collection efforts have identified potential speed related concerns along this segment. Staff has identified alternatives to help address speeding concerns to enhance traffic safety. The following are alternatives for consideration by the Commission:

- Install edge line on the south side between Inglewood Avenue and Firmona Avenue to provide a 12-foot wide eastbound lane and an 8-foot parking lane.
- Place a radar feedback sign for eastbound and westbound traffic.
- Replace the existing speed limit signs with oversized speed limit signs.
- Install a new speed limit sign approximately 115 feet east of Firmona Avenue.
- Install "25" pavement markings adjacent to each speed limit sign.

A map of the study area with proposed traffic controls is illustrated in Attachment 1.

BACKGROUND

182nd Street between Inglewood Avenue to the railroad tracks is classified as a minor arterial roadway on the current California Road System Functional Classification System maps submitted to the Federal Highway Administration. The study segment runs east-west between the westerly limit of Inglewood Avenue, a signalized intersection, and easterly limit of the railroad tracks, spanning approximately 675 feet. Along the segment, there is an entrance-only intersection at Firmona Avenue. The roadway width is approximately 40 feet wide from Inglewood to Firmona Avenue and narrows to 30 feet east of Firmona Avenue to the railroad tracks. The posted speed limit is 25 miles per hour with one travel lane in each direction and parallel parking allowed on the south side of the

roadway. Fronting development along the corridor is primarily residential on the south side, with the north side adjacent and providing access to the Pacific Crest Cemetery. Also, as described in the South Bay Bicycle Master Plan, this segment of 182nd Street is a proposed Class III bicycle facility.

ANALYSIS

Speed data on 182nd Street was collected on March 17, 2021. A breakdown of the data is provided in a table below:

182nd Street Corridor Speed Data

Intersection	Date	Posted Speed	Average Speed	85th Percentile Speed
182 nd Street	3/17/2021	25	30.7	34

Staff reviewed all reported accidents on along this segment Beryl Street during a two-year span (2019 - available 2021) and identified no collisions.

Based on a review of field observations and speed assessments, the following modifications are recommended:

Edgeline on 182nd Street.

One of Staff's recommendations to reduce speeds is the installation of edgelines. Edgelines visually narrow the street by separating and clearly defining the travel lane from the parking lane or shoulder. Visually narrowing the roadway is intended to reduce speeds by creating a confined feeling for motorists, and is viewed as a cost effective and less intrusive traffic calming technique that would aid in potentially reducing traffic speeds. Additional benefits include that the parking spaces will be maintained and can be effective when paired with enforcement. In contrast, the edgelines are not self-enforcing and residents may disapprove of the aesthetics of the roadway with its installation.

Radar Feedback Signs

Radar feedback signs can be considered as an effective tool in addressing vehicle speeding concerns. Radar feedback signs serve as a reminder to drivers by reminding them of their speeds and providing awareness to mind their speeds when traveling along 182nd Street. Staff is recommending these signs be placed along the segment to be used as an effective tool in addressing the vehicle speeding concerns.

Oversized Speed Limit Signs and Pavement Markings

25 mph speed limit signs and pavement markings can be installed to encourage motorists to reduce their speed by reminding them of the legal speed limit. Since they appear directly in front of vehicles on the roadway, they increase the number of locations where the information is provided to motorists, potentially increasing the ability to notify motorists of the speed limit. Speed limit pavement markings can promote appropriate driving behavior by clearly indicating the legal speed limit.

ALTERNATIVES

- Install edge line on the south side between Inglewood Avenue and Firmona Avenue to provide a 12-foot wide eastbound lane and an 8-foot parking lane.
- Place a radar feedback sign for eastbound and westbound traffic.
- Replace the existing speed limit signs with oversized speed limit signs.

- Install and new speed limit sign approximately 115 feet east of Firmona Avenue.
- Install “25” pavement markings adjacent to each speed limit sign.
- Other actions as determined by the Commission.

COORDINATION

A meeting notification email was sent to Council Member Horvath for notification to residents adjacent to the study area.

FISCAL IMPACT

A breakdown of costs to install the proposed traffic calming alternatives, including all necessary signs and pavement markings, are as follows:

- Edgeline striping (675') - \$3,500
- Radar feedback signs (2) - \$13,000
- Oversized signs (3) - \$600
- '25' Pavement markings (3) - \$300

ATTACHMENTS

Proposed Traffic Calming Alternatives

Attachment 1 – 182nd Street
between Inglewood Ave and RR tracks

Install new oversized speed limit sign and '25' pavement marking towards Kingsdale.

Remove existing speed limit sign.

Install new oversize speed limit sign, radar feedback sign and '25' pavement marking

Edgeline Installation (12' travel lane and 8' parking lane)

Remove existing speed limit sign.
Install new oversize speed limit sign, radar feedback sign and '25' pavement marking





Administrative Report

J.2., File # PW21-2694

Meeting Date: 6/28/2021

To: PUBLIC WORKS COMMISSION

From: Department of Public Works

TITLE

ALTA VISTA PARK ACCESS ROAD ROADWAY MODIFICATIONS

EXECUTIVE SUMMARY

- Review the engineering report, receive public input, and provide direction to Staff regarding proceeding with roadway modifications to Alta Vista Park access road.

SUMMARY:

In response to the Recreation and Parks Commission's request to address concerns about vehicle speed and safety at Alta Vista Park, Staff has evaluated the access road from the park entrance to the intersection of Serpentine Street and Julia Avenue to determine appropriate traffic calming alternatives to enhance safety. The access road is generally used to connect users to/from Alta Vista Park and used for school to-and-from Alta Vista Elementary School. Staff's observations and data collection efforts have identified potential speed related concerns along this segment. Staff has identified alternatives to help address speeding concerns to enhance traffic safety. The following are the recommendations for consideration by the Commission:

- Install appropriate 15 mph speed limit signs within Alta Vista Park by preparing an Engineering and Traffic survey,
- Install speed cushions on Alta Vista Park access road approximately 100' north of Serpentine Street and;
- Reconstruct the previous speed table on the Alta Vista access road (includes ADA curb ramp enhancements)

A map of the study area with proposed traffic controls is illustrated in Attachment 1.

BACKGROUND

The Alta Vista Park access road is classified as a local roadway on the current California Road System Functional Classification System maps submitted to the Federal Highway Administration. The study segment runs north-south from the southern limit of Serpentine Street and Julia Avenue to the entrance to Alta Vista Park, approximately 750 feet in length. There are two separate parking lots located adjacent to the access road, one on the west side with the entrance to the lot located approximately 200 feet from Serpentine Street and the other located at the northern terminus of the roadway. There is angled parking available on both sides of the roadway and the posted speed limit is 15 mph when children are present. The Alta Vista Elementary School grounds, on the east side of the segment, extends approximately 110 feet north from the intersection at

Serpentine Street and sidewalks are available on both sides of the roadway. There is a stamped crosswalk located approximately midway along the segment as well.

The southerly intersection of Serpentine Street and Julia Avenue is a T-intersection that is all-way stop controlled and marked with a yellow continental crosswalk on all legs.

ANALYSIS

Speed data on the access road was collected on May 26 and June 1, 2021. A breakdown of the data is provided in a table below:

Access Road Speed Data

Street	Highest Speed	Average Speed	85th Percentile Speed	Additional Data 70% > 15 mph 24% > 20 mph
Access Road	29	17.8	22	

Staff reviewed all reported accidents on along this segment during a two-year span (2019 - available 2021) and identified no collisions.

Based on a review of field observations and speed assessments, the following modifications are recommended:

15 MPH Speed Limit

One of Staff's recommendations is to designate a reduced speed limit on the access road. As stated within the California Vehicle Code (CVC) and California Manual on Uniform Traffic Control Devices (CA MUTCD), per Table 2B-101(CA), the state or local authority can determine a 15mph speed limit on a roadway in a public park. Specifically, the CVC Section 22358.3 states,

Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour in a business or residence district or in a public park on any street having a roadway not exceeding 25 feet in width, other than a state highway, is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

Per this code, staff would recommend an Engineering and Traffic Survey to justify a 15 mph speed limit on the access road. Ultimately, the City Council would authorize a resolution for the 15 mph speed limit.

Speed Table and Speed Cushions

Speed tables are ramped pedestrian crossings spanning the entire width of the roadway. These devices are typically placed midblock where pedestrians generally cross as adjacent marked crosswalks may not be within close proximity. These crosswalks are ramped to allows the pedestrian to cross at grade with the sidewalk while also acting as a traffic-calming measures to help reduce

potential speeding. The use of a speed table at this location would assist in addressing pedestrian crossing safety and speed reduction, however, it should be noted that the associated construction costs can be slightly significant as ADA-related infrastructure would also need to be enhanced to accommodate the crossing and drainage related construction should be considered following verification of existing flow conditions.

Speed cushions are the typical devices used throughout our City to address speed related concerns. They're generally constructed of rubberized material with wheel gaps to allow for fire engines to traverse through the speed cushions by traveling between the designated gaps and minimally affect response times. For this specific location, the installation of the speed cushions would only be within the existing roadway and will not be installed within the angled parking areas.

ALTERNATIVES

- Install appropriate 15 mph speed limit signs within Alta Vista Park by preparing an Engineering and Traffic survey,
- Install speed cushions on Alta Vista Park access road approximately 100' north of Serpentine Street and;
- Reconstruct the previous speed table on the Alta Vista access road.

COORDINATION

Recreation and Parks Commission liaison has been notified of the Public Works Commission meeting. Additional coordination efforts would continue following the Public Works Commission meeting.

FISCAL IMPACT

A breakdown of costs to install the proposed traffic calming alternatives, including all necessary signs and pavement markings, are as follows:

- Engineering and Traffic Survey, 15 MPH signs and pavement markings - \$1,500
- Design and construction of speed table and speed cushion - \$45,000

ATTACHMENTS

Alta Vista Park Access Road Enhancements

A scenic view of a pier at sunset. The sky is a mix of orange, yellow, and blue. The sun is low on the horizon, casting a warm glow. In the foreground, there are blue waves. A long pier extends into the water, with several small, arched structures along its length. On the right side of the pier, there is a larger building with a glass facade and a lit-up interior. The text "Alta Vista Park Access Road Roadway Modifications" is overlaid in the center of the image in a large, black, sans-serif font.

Alta Vista Park Access Road Roadway Modifications



Background

- Initiated by Recreation and Parks Commission
 - Speeding
 - Conflicts with pedestrians
- Alta Vista Park
 - City and school district parcel (Alta Vista Elementary)
 - Alta Vista Community Center
- Field observations and data collection
 - Pedestrian activity
 - Speed data collection

Alta Vista Park Access

Alta Vista Park

Alta Vista Racquet Courts

Redondo Sunset Baseball

Serpentine St





Alta Vista Park Access Road Speed Data

Dates of Count	Posted Speed Limit	Average Speed	85 th Percentile	Highest Speed
5/26/2021 & 6/1/2021	15 MPH (When children are present)	17.8 MPH	22 MPH	29 MPH

- SWITRS – No reported collision along this segment during a two-year span (2019 to available 2021).

Alta Vista Park Access

Alta Vista Park

Alta Vista Racquet Courts

Serpentine St

Install speed table

Install speed cushions





- Per CVC 22538.3









Fiscal Impact

- Engineering and Traffic Survey, 15 MPH signs and pavement markings - \$1,500
- Design and construction of speed table and speed cushion - \$45,000

Recommendation

Review the engineering report, receive public input, and provide direction to Staff regarding proceeding with traffic control modifications to the Alta Vista Park Access Road.