

**CITY OF REDONDO BEACH  
PUBLIC WORKS COMMISSION AGENDA  
Monday, February 22, 2021**

**THIS VIRTUAL MEETING IS HELD PURSUANT TO EXECUTIVE ORDER N-29-20 ISSUED BY  
GOVERNOR NEWSOM ON MARCH 17, 2020.**

**REGULAR MEETING OF THE PUBLIC WORKS COMMISSION - 7 PM**

**ALL COMMISSION MEMBERS ARE PARTICIPATING BY VIRTUAL  
MEETING. MEMBERS OF THE PUBLIC MAY ONLY PARTICIPATE BY  
ZOOM, EMAIL OR eCOMMENT.**

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If you are participating by phone, be sure to provide your phone # when registering. You will be provided a Toll Free number and a Meeting ID to access the meeting. Note; press # to bypass Participant ID. Attendees will be muted until the public participation period is opened. When you are called on to speak, press \*6 to unmute your line. Note, comments from the public are limited to 3 minutes per speaker.

eCOMMENT: COMMENTS MAY BE ENTERED DIRECTLY ON WEBSITE AGENDA PAGE:

- 1) Public comments can be entered before and during the meeting.
- 2) Select a SPECIFIC AGENDA ITEM to enter your comment;
- 3) Public will be prompted to Sign-Up to create a free personal account (one-time) and then comments may be added to each Agenda item of interest.
- 4) Public comments entered into eComment (up to 2200 characters; equal to approximately 3 minutes of oral comments) will become part of the official meeting record. Comments may be read out loud during the meeting.

EMAIL: TO PARTICIPATE BY WRITTEN COMMUNICATION WITH ATTACHED DOCUMENTS BEFORE 3PM DAY OF MEETING:

Written materials that include attachments pertaining to matters listed on the posted agenda received after the agenda has been published will be added as supplemental materials under

## **REGULAR MEETING OF THE PUBLIC WORKS COMMISSION - 7 PM**

- A. CALL MEETING TO ORDER**
- B. ROLL CALL**
- C. SALUTE TO THE FLAG**
- D. APPROVE ORDER OF AGENDA**
- E. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS**

*Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.*

- E.1. [BLUE FOLDER](#)**

- F. CONSENT CALENDAR**

*Business items, except those formally noticed for public hearing, or discussion are assigned to the Consent Calendar. The Commission Members may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion following Oral Communications.*

- F.1. [AFFIDAVIT OF POSTING](#)**

- F.2. [MEETING MINUTES](#)**

- G. EXCLUDED CONSENT CALENDAR ITEMS**

- H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

*This section is intended to provide members of the public with the opportunity to comment on any subject that does not appear on this agenda for action. This section is limited to 30 minutes. Each speaker will be afforded three minutes to address the Commission. Each speaker will be permitted to speak only once. Written requests, if any, will be considered first under this section.*

- H.1. [PUBLIC PARTICIPATION ON NON-AGENDA ITEMS](#)**

- I. ITEMS CONTINUED FROM PREVIOUS AGENDAS**

- J. ITEMS FOR DISCUSSION PRIOR TO ACTION**

- J.1. [DISCUSSION AND POSSIBLE ACTION REGARDING THE BERYL STREET CORRIDOR TRAFFIC SAFETY ENHANCEMENTS](#)**

- J.2. [DISCUSSION AND POSSIBLE ACTION REGARDING THE LETTER OF SUPPORT FOR THE DESIGNATION OF REDONDO BEACH'S SECTION OF THE COASTAL BIKE PATH AS PART OF US BIKE ROUTE 95](#)**

- K. MEMBER ITEMS AND REFERRALS TO STAFF**

- L. ADJOURNMENT**

*The next meeting of the Redondo Beach Public Works Commission will be a regular meeting to be held at 7 p.m. on April 26, 2021, in the Redondo Beach Council Chambers, at 415 Diamond Street, Redondo Beach, California*

via teleconference.

*It is the intention of the City of Redondo Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the City Clerk's Office at (310) 318-0656 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.*

*An agenda packet is available 24 hours at [www.redondo.org](http://www.redondo.org) under the City Clerk.*



# Administrative Report

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E.1., File # PW21-2108

Meeting Date: 2/22/2021

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**TITLE**

BLUE FOLDER





# Administrative Report

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F.1., File # PW21-2106

Meeting Date: 2/22/2021

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**TITLE**

AFFIDAVIT OF POSTING

## PROOF OF POSTING

I, Gene Kim, hereby declare, under penalty of perjury, that I am over the age of 18 years and am employed by the City of Redondo Beach, and that the following document:

Agenda Dated February 22, 2021

of the Public Works Commission  
(City Council/Board/Commission/Committee)

was posted by me at the following locations (s) on the date and hour noted below:

Posted on: February 18, 2021 at 5:00 pm  
(date) (hour)

Posted at: DOOR "1" BULLETIN BOARD

and at CITY CLERK'S OFFICE

*Gene Kim, City Traffic Engineer*

2/18/2021  
Date



# Administrative Report

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F.2., File # PW21-2107

Meeting Date: 2/22/2021

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**TITLE**

MEETING MINUTES

**A. CALL MEETING TO ORDER**

A Virtual, Special Meeting of the City of Redondo Beach Public Works Commission was called to order by Chair Funabashi at 7:01 p.m.

**B. ROLL CALL**

Commissioners Present: Garcia, Glass (Joined at 7:15 p.m.), Hannon, Bajaj, 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  
Khatirah Nazif, Administrative Specialist

**C. SALUTE TO THE FLAG**

Chair Funabashi led in the Salute to the Flag.

**D. APPROVAL OF ORDER OF AGENDA**

Motion by Commissioner Hannon, seconded by Vice Chair Simpson, to approve the Order of Agenda, as presented. Motion carried (6-0), by roll call vote.

**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  
SPEICAL MEETING OF DECEMBER 14, 2020**

**F.2 APPROVAL OF THE MINUTES OF THE REGULAR PUBLIC WORKS COMMISSION  
MEETING OF OCTOBER 26, 2020**

City Staff announced 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 (6-0), by roll call vote.

**G. EXCLUDED CONSENT CALENDAR ITEMS - None**

**H. PUBLIC PARTICIPATION NON-AGENDA ITEMS**

**H.1 For eComments and Emails Received from the Public**

City Staff read an email communication received from Gendy365 regarding the participation of IT Specialists in the design, operation, and maintenance of IT Systems.

Kevin Ketchum, Port Royal Marina, via Zoom, stated interest in listening to the Commission's discussion regarding bicycle traffic and its impacts in the future.

There were no other public comments.

**I. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None**

**J. ITEMS FOR DISCUSSION PRIOR TO ACTION**

**J.1. DISCUSSION OF DESIGN PROJECT UPDATE FOR THE MANHATTAN BEACH BOULEVARD RESURFACING - AVIATION BOULEVARD TO INGLEWOOD AVENUE PROJECT**

**CONTACT: GENE KIM, CITY TRAFFIC ENGINEER**

Traffic Engineer Gene Kim presented an update of the Manhattan Beach Boulevard resurfacing project addressing project site, street improvements, traffic signal improvements, landscaping, irrigation, and consideration of bicycle facilities including Class II versus Class IV bicycle lanes. He discussed land uses, existing conditions, design concept alternatives and recommendations.

Discussion followed regarding ten-foot lanes being too narrow, the possibility of widening the lanes, reducing the size of the median to accommodate wider lanes, and reducing truck volume.

Commissioner Glass joined the meeting at this juncture (7:15 p.m.).

Commissioner Hannon commented on Northrop-Grumman employees who ride their bicycles to work and noted the subject route is an important route to encourage more people to do so.

In response to Commissioner Bajaj's question, Traffic Engineer Kim addressed the project timeline and the operational analysis the consultant will do for the Class IV bicycle lanes including intersection and corridor analyses and impacts.

Commissioner Minne spoke about the speed limit along the corridor (40 mph); noted it is too fast to be next to a bicycle lane; felt a Class IV bicycle lane would be best for increased safety;

suggested there would be enough room if the medians would be further reduced; discussed portions of the corridor where staff might consider using the extra right-of-way and part of the sidewalk area for a Class IV lane and talked about the possibility of considering swapping the bicycle lane and parking so that parked vehicles will provide a buffer and installing raised medians.

Vice Chair Simpson discussed the importance of installing safe and effective bicycle lanes and spoke about the possibility of reducing the speed limit along the corridor.

Discussion followed regarding the feasibility of using parked vehicles as a buffer for the bicycle lanes.

City Engineer Andrew Winje pointed out challenges in that extra real estate would be required to allow for opening car doors maintain access to existing driveways.

Traffic Engineer Kim confirmed it would be possible to install a combination of Class II and Class IV lanes as room permits, throughout the corridor.

In reply to Chair Funabashi's question regarding the possibility of changing the speed limit on the corridor to 35 mph and extending the double queuing lane from eastbound Manhattan Beach Boulevard to northbound Inglewood Avenue, Traffic Engineer Kim reported the latter would require a separate, intersection analysis; referenced a previous ENT speed survey and reported another survey could be done approximately six months after the bicycle lanes are installed.

Chair Funabashi observed no cars parked on Manhattan Beach Boulevard from Redondo, east, to Inglewood or on the westbound, north side of Manhattan Beach Boulevard and suggested installing a Class IV on the north side and a Class II on the south.

Public Works Director Ted Semaan explained in the westbound direction there are three lanes that will reduce, as it gets closer to Redondo Beach Avenue, back to two lanes and to the west of Redondo Beach Avenue the third lane is picked up and discussed limitations relative to median reductions.

Traffic Engineer Kim addressed median reductions at the various intersections.

Discussion followed regarding landscaping for water-conservation purposes and irrigation, the possibility of removing some of the overgrown trees and medians to allow for Class IV bicycle lanes, maintaining uniformity on lane alignment, the need to evaluate the feasibility of installing Class IV bicycle lanes, existing Class IV lanes in the City, considering space for street sweeping and the possibility of swerving the bicycle lane into the median street on the south side of Manhattan Beach Boulevard between Gibson and MacVane.

Commissioner Glass spoke in opposition to removing existing trees unless they are replaced.

Public Works Director Semaan noted any trees that will be removed, will be replaced.

City Staff announced there were no public comments or eComments for this item.

Motion by Commissioner Hannon, seconded by Commissioner Minne to receive and file the report with input from the Commission, as discussed. Motion carried (7-0), by roll call vote.

**J.2. DISCUSSION OF CONCEPTUAL DESIGNS FOR DRAINAGE AND STREET IMPROVEMENTS ON BERYL STREET FROM PROSPECT AVENUE TO FLAGLER LANE, JOB NO. 41130**

**CONTACT: GENE KIM, CITY TRAFFIC ENGINEER**

City Engineer Winje presented details of the report; addressed the speed limit; provided a project overview; addressed existing conditions, an overview of the concept and the proposed Class II bicycle lane; discussed pedestrian enhancements and moving the existing bus stop; commented on an opportunity to widen the eastern end; listed concrete improvements; spoke about curb bulb-outs and stated recommendations.

Commissioners Garcia, Hannon, Bajaj and Minne commented positively on the curb bulb-outs, pedestrian enhancements, the proposed bicycle lane and on the overall design.

Commissioner Glass expressed concerns regarding the southeast side and the BCHD project and hoped their estimates of the traffic flow inside their complex, has been considered.

Commissioner Bajaj referenced the southeast corner of the project and commented on an opportunity to increase the parking lane at Beryl and Flagler and maintaining a bump to avoid extending the pedestrian crosswalk.

Commissioner Minne discussed opportunities to plant more trees and drain gardens. City Engineer Winje reported those plans are still conceptual and speculated on areas where raised medians and plantings could be installed. Commissioner Minne suggested adding landscaping on the bump-outs and adding as much right-of-way to the public as possible.

Vice Chair Simpson and Chair Funabashi noted the importance of the bulb-outs and commented positively on the overall concept.

Chair Funabashi expressed concern regarding the merge in front of the BCHD property, on Beryl and Harkness; felt more thought should be given to it and suggested adding a push-button type of crosswalk.

City Engineer Winje commented on other designs that were considered.

City Staff announced there were no public comments or eComments for this item.

Motion by Vice Chair Simpson, seconded by Commissioner Hannon to receive and file the report with input from the Commission, as discussed. Motion carried (7-0), by roll call vote.

## **K. MEMBER ITEMS AND REFERRALS TO STAFF**

Commissioners Garcia and Glass wished everyone Happy Holidays and Happy New Year.

Commissioner Hannon referenced bicycle lanes installed on Catalina; asked staff to consider options to give cyclists five feet of space and wished everyone Happy Holidays.

Commissioner Bajaj asked staff to explore options to mitigate the slippery condition of the pavement surface on the bicycle path going into the Redondo Beach Pier parking structure and expressed his wishes for Happy Holidays.

Commissioner Minne discussed construction of permeable gutters throughout the City; suggested a future presentation on the City's stormwater practices and update on the permeable gutters and expressed his wishes for Happy Holidays.

City Engineer Winje reported the installation of permeable gutters was a pilot project and referenced an upcoming project for drain/street improvements in cooperation with other Beach Cities.

Vice Chair Simpson reported the sidewalk grinding project in District 4 is proceeding effectively and expressed his wishes for Happy Holidays.

Chair Funabashi expressed his wishes for Happy Holidays.

Commissioner Glass reported South Bay Gardens has closed and asked about the status of the land noting it would provide an opportunity for extension of the bicycle path.

## **L. ADJOURNMENT**

There being no further business to come before the Commission, Commissioner Hannon motioned, seconded by Commissioner Minne, to adjourn at 8:45 p.m. to the next, regular meeting of the Redondo Beach Public Works Commission to be held at 7 p.m. on February 22, 2021. Motion carried unanimously, by roll call vote.

Respectfully submitted,

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Ted Semaan  
Public Works Director





# Administrative Report

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H.1., **File #** PW21-2109

**Meeting Date:** 2/22/2021

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**TITLE**

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS



# Administrative Report

J.1., File # PW21-2104

Meeting Date: 2/22/2021

To: PUBLIC WORKS COMMISSION

From: Department of Public Works

## TITLE

**DISCUSSION AND POSSIBLE ACTION REGARDING THE BERYL STREET CORRIDOR TRAFFIC SAFETY ENHANCEMENTS**

## EXECUTIVE SUMMARY

### **RECOMMENDATION:**

1. Review the engineering report, receive public input, and provide direction to Staff regarding proceeding with traffic control modifications to Beryl Street.

A request was received in December 2020 to consider installing additional traffic controls on Beryl Street between Catalina Avenue and Pacific Coast Highway (PCH) as a result of concerns related to the speed of traffic and accidents that have occurred on Beryl Street. The requestor suggested speed humps, flashing lights and stop signs as possible options.

Staff previously evaluated the Beryl Street corridor in 2019, from Catalina Avenue to Prospect Avenue, to determine appropriate traffic calming alternatives to enhance safety along the corridor. This evaluation was presented to the Public Works Commission on February 24, 2020 for discussion and direction and the Commission forwarded the following recommendations to the City Council. The Council authorized the following enhancements for installation along the Beryl Street corridor between Catalina Avenue to Pacific Coast Highway.

- Install and evaluate temporary traffic circles at the intersections of Beryl Street at:
  - Broadway
  - Elena Avenue
- Install Class II bike lanes
- Install high visibility crosswalks across the minor streets at
  - Francisca Avenue
  - Elena Avenue
  - Broadway
  - Catalina Avenue
- Install radar feedback signs
- Perform an assessment to determine the feasibility of installing pedestrian crossing enhancements at the uncontrolled intersection of Beryl Street at Francisca Avenue

Since then, staff has determined that the previously approved recommendations should be superseded by the recommendations provided in this Administrative Report due to results of staff's recent assessment of the

corridor. In addition, the unfavorable responses received in relation to the temporary traffic circles previously installed within the City have shown that the mini traffic circle alternatives may be difficult to install at this location.

Improvements to Beryl Street in this corridor may be beneficial as staff's assessment has shown collisions and a significant number of pedestrians crossing Beryl Street at the three intersections on Beryl Street at Broadway, at Elena Avenue and at Francisca Avenue. Installing additional traffic controls would increase pedestrian safety, may help reduce the occurrence of correctable vehicle collisions and would enhance the community feel of this neighborhood. Staff has identified the following alternative for consideration by the Commission:

- Replace the existing two-way stop controls with all-way stop controls on Beryl Street at Broadway, Elena Avenue and at Francisca Avenue; and,
- Install "30" pavement markings adjacent to the existing 30 mph speed limit signs.

The alternative is illustrated in Attachment 1.

## **BACKGROUND**

Staff has worked with the District 2 community, including discussions with Councilmember Loewenstein, since 2019 to consider various traffic safety enhancements on Beryl Street. The most recent presentation to the Public Works Commission was on February 24, 2020 and resulted in the decision to install temporary traffic circles, radar feedback signs and a pedestrian crossing enhancement. The Administrative Report for that meeting is included as Attachment 2. The most recent citizen request was received on December 26, 2020 (attachment 3) in response to a collision that occurred that day. Additionally, Class II bike lanes were installed along the subject segment as laid out in the South Bay Bicycle Master Plan.

Beryl Street is classified as a minor arterial roadway on the current California Road System Functional Classification System maps submitted to the Federal Highway Administration. It runs northeast-southwest and the speed limit is 30 mph. Due to the installation of bike lanes, a new Engineering and Traffic Survey should be conducted to establish an appropriate speed limit (which may remain the same). It is approximately 56 feet wide with one travel lane and one bike lane in each direction, a center two-way left turn lane, and parallel parking allowed on both sides. There are traffic signals at Catalina Avenue and at PCH. The three remaining intersections (Broadway, Elena Avenue and Francisca Avenue) have stop controls on the side streets with Beryl Street uncontrolled.

Fronting/side development a combination of residential (especially multi-unit), commercial and office uses. There is continuous sidewalk on both sides of the roadway. Driveway access to the Redondo Shores Shopping Center is located on Beryl Street, west of PCH. Beryl Street also provides a primary access route to King Harbor Marina.

## **ANALYSIS**

Collision information based on data available in SWITRS for 2017-2020 was reviewed and is indicated in the attached list:

Cross Street	Location	Date	Time	Crash Description	Crash Type	Severity	Primary Collision Factor
Catalina Avenue to PCH							
Broadway	at	10/28/2020	11:22 AM	NB thru vs. EB thru	Broadside	Injury	R-O-W
Broadway	149 ft e/o	2/19/2019	8:32 PM	PED vs. WB thru	Auto-PED	Injury	PED Violation
Broadway	at	1/27/2019	4:17 PM	NB thru vs. EB thru	Broadside	Injury	R-O-W
Broadway	at	5/30/2017	1:30 AM	NB thru vs. ?	Broadside	Injury	HBD-UI
Elena Ave	5 ft w/o	10/22/2017	5:07 PM	WB right-turn vs. EB BIKE	Auto-BIKE	Injury	R-O-W
Elena Ave	at	8/27/2017	7:25 PM	NB thru vs. WB thru	Broadside	Injury	R-O-W
Elena Ave	at	6/1/2017	6:45 PM	SB thru vs. WB thru	Broadside	PDO	R-O-W
Elena Ave	at	1/24/2017	4:41 PM	NB thru vs. WB thru	Broadside	Injury	R-O-W
Francisca Ave	at	10/31/2020	9:50 AM	WB left-turn vs. EB thru	Head-on	PDO	R-O-W
Francisca Ave	at	2/18/2020	11:54 AM	SB right-turn vs. WB thru	Broadside	PDO	R-O-W
Francisca Ave	60 ft w/o	11/8/2017	2:19 PM	SB u-turn vs. WB thru	Broadside	Injury	R-O-W
Francisca Ave	28 ft e/o	7/29/2017	10:00 AM	WB backing vs. EB parked	Rear End	PDO	Starting/Backing

SWITRS data is generally several months behind and recent collisions may not be included. Collisions that are potentially correctable with all-way stop controls (and other traffic controls) at the intersections of Broadway, Elena Avenue and Francisca Avenue are summarized as follows:

- 4 collisions potentially correctable by all-way stop control occurred at Broadway during the past four-year period;
- 4 collisions potentially correctable by all-way stop control occurred at Elena Avenue during the past four-year period; and,
- 3 collisions potentially correctable by all-way stop control occurred at Francisca Avenue during the past four-year period.

Speed data on Beryl Street was collected at Broadway and at Elena Avenue in January 2020 and revealed the following:

- At Broadway - 85<sup>th</sup> % speed = 33 mph; average speed = 28.5 mph
- At Elena Avenue - 85<sup>th</sup> % speed = 37 mph; average speed = 32.4 mph

Field observations revealed a significant number of pedestrians crossing Beryl Street at Broadway, at Elena Avenue and at Francisca Avenue. This results in conflict with vehicles and can limit pedestrian mobility due to a potential lack of sight visibility. On-street parking is heavily utilized due to the dense residential units in the area. This can limit visibility for vehicles from the side streets (Broadway, Elena Avenue and Francisca Avenue) when viewing traffic on Beryl Street. Photographs of existing conditions, including visibility from the side streets, is included in Attachment 4.

Based on a review of reported accidents, field observations, evaluation of vehicle and pedestrian conflicts, and speed assessments, the following traffic safety enhancement options are presented:

- Replace the existing two-way stop controls with all-way stop controls on Beryl Street at Broadway, Elena Avenue and at Francisca Avenue; and,

- Install “30” pavement markings adjacent to the existing 30 mph speed limit signs.

### **COORDINATION**

Staff coordinated with Councilmember Loewenstein. Notification for the Public Works Commission meeting were sent to residents and businesses on Beryl Street between Catalina Avenue and PCH. They were invited to provide comments in advance of the meeting or attend the meeting to provide public input.

### **FISCAL IMPACT**

A breakdown of estimated costs to install the proposed traffic safety enhancement alternatives, are as follows:

- “30” pavement markings (2) - \$200
- All-way stop controls (3 locations) - \$2,000

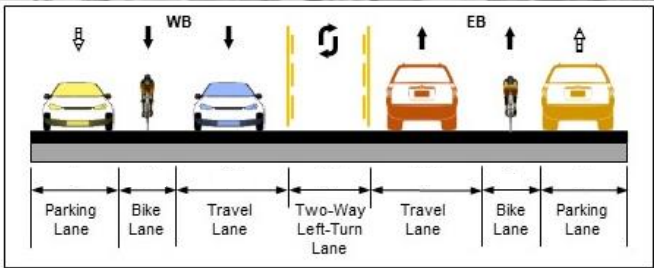
### **ATTACHMENTS**




Attachment 1 -Traffic Safety Enhancement Alternative

Attachment 2 - 2-21-2020 Beryl Street Traffic Calming Administrative Report

Attachment 3 - 12-26-20 Resident Request Correspondence

Attachment 4 - Beryl Street Photograph Sheets



-  Existing Traffic Signal
-  Existing 30 MPH Speed Limit Sign
- 30** Proposed "30" pavement marking adjacent to speed limit sign
-  Replace two-way stop controls with all-way stop controls



# Administrative Report

Date: February 24, 2020

**To: Public Works Commission**

**From: Department of Public Works**

**Subject: BERYL STREET CORRIDOR TRAFFIC CALMING ENHANCEMENTS**

## **RECOMMENDATION:**

1. Review the engineering report, receive public input, and provide direction to Staff regarding proceeding with roadway modifications to Beryl Street.

## **SUMMARY:**

In an ongoing effort to address resident concerns about vehicle speeds, traffic signal operations, and pedestrian and bicycle safety, Staff has evaluated the Beryl Street corridor, from Catalina Avenue to Prospect Avenue, to proactively determine appropriate traffic calming alternatives to enhance safety along the corridor. Beryl Street is heavily used by school-aged pedestrians traveling to and from Beryl Heights Elementary School and vehicle volumes are significant during arrival and dismissal periods. Field observations revealed various conflicts during these periods as pedestrians crossed Beryl Street on both the east and west legs, which are generally uncontrolled.

Installing additional traffic controls would increase pedestrian safety, help reduce the occurrence of undesirable motorist and pedestrian behaviors, and provide an enhanced travel route to school. Staff has identified the following alternatives for consideration by the Commission:

- Install and evaluate temporary bulb-outs at the intersections of Beryl Street at:
  - Juanita Avenue
  - Lucia Avenue
  - Maria Avenue
- Install and evaluate temporary traffic circles at the intersections of Beryl Street at:
  - Broadway
  - Elena Avenue
  - Guadalupe Avenue
  - Irena Avenue
  - Paulina Avenue
- Install radar feedback signs along the Beryl Street corridor
- Install high visibility crosswalks at the intersections of Beryl street at:
  - Irena Avenue
  - Guadalupe Avenue
  - Francisca Avenue
  - Elena Avenue

- Broadway
  - Catalina Avenue
- Install Class II bike lanes along on both sides of Beryl Street between:
  - Broadway and PCH
  - PCH and Prospect Avenue
- Install pedestrian countdown signals at the signalized intersections of Beryl Street at:
  - Catalina Avenue
  - Maria Avenue
  - Prospect Avenue
- Perform an assessment to determine the feasibility of installing pedestrian crossing enhancements at the uncontrolled intersection of Beryl Street at Francisca Avenue
- Perform a traffic signal warrant analysis to study the feasibility of modifying the traffic controls at the intersection of Beryl street at Maria Avenue from signalized to all-way stop controls

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

#### **HISTORY:**

Staff presented the proposed traffic calming alternatives on November 18, 2019 at the District 2 community outreach meeting. In addition, Staff conferred with Councilmember Loewenstein of District 2 who echoed his resident's concerns for traffic safety enhancements and requested a review of additional traffic controls at the intersections along the corridor. The result of the community meeting and discussions with District 2 councilmember has led to the recommendations presented herein.

As a result of the school area traffic control modifications for Beryl Heights Elementary School previously approved by City Council, most of the previous traffic control enhancements including LED stop signs and high visibility crosswalks have already been installed within a two-block radius of the school.

#### **BACKGROUND:**

Beryl Street is classified as a minor arterial roadway on the current California Road System Functional Classification System maps submitted to the Federal Highway Administration. It runs northeast-southwest and the speed limit is 30 mph. It is approximately 56 feet wide with one travel lane in each direction, a center two-way left turn lane, and parallel parking allowed on both sides. Along the study area roadway segment, from south to north, are the intersections of Catalina Avenue, Broadway, Elena Avenue, Francisca Avenue, Pacific Coast Highway (PCH), Guadalupe Avenue, Irena Avenue, Juanita Avenue, Lucia Avenue, Maria Avenue, Paulina Avenue, and Prospect Avenue. Each of the intersections is two-way stop controlled where Beryl Street is uncontrolled except for Juanita Avenue and Lucia Avenue which are all-way stops and Catalina Avenue, PCH, Maria Avenue, and Prospect Avenue which are all signalized intersections.

There is a downward vertical grade along Beryl Street from Maria Avenue to Prospect Avenue, from Maria Avenue to PCH, and from PCH to Catalina Avenue. Fronting development along the corridor is primarily residential. Driveway access to the Redondo Shores Shopping Center is located on Beryl Street, west of PCH. Beryl Heights Elementary



School is located on Beryl Street between Maria Avenue and Lucia Avenue. Also, as described in the South Bay Bicycle Master Plan, Beryl Street is a proposed Class III bicycle facility.

#### **ANALYSIS:**

The latest Engineering and Traffic (E&T) Survey for Beryl Street between Harbor Drive and Flagler Avenue was completed and adopted in November 2012. The E&T shows that the recommended posted speed limit on Beryl Street is 30 mph.

In November 2017, a two-year time period extension letter was submitted to the courts to extend the enforcement period of the E&T from five to seven years. Subsequently in November 2019, a three-year time period extension letter was submitted to the courts to extend the enforcement period of the E&T from seven to ten years. Per California Vehicle Code 40802, as this segment has not undergone significant changes in roadway or traffic conditions (adjoining property/land use, roadway width, traffic volume etc.), an extension was granted for continued radar enforcement of the speed limit until November 2022.

Speed data on Beryl Street was collected at five separate intersection locations including Broadway, Elena Avenue, Guadalupe Avenue, Irena Avenue, and Paulina Avenue. A breakdown of the data is provided in a table below:

Beryl Street Corridor Speed Data

<b>Intersection</b>	<b>Date</b>	<b>Average Speed</b>	<b>85th Percentile Speed</b>
Broadway	1/7/2020	28.5	33
Elena Avenue	1/8/2020	32.4	37
Guadalupe Avenue	1/8/2020	30.2	33
Irena Avenue	1/8/2020	32.3	36
Paulina Avenue	1/8/2020	30.3	33

All reported accidents on Beryl Street during a two-year span (2017–2019) were also reviewed. The following accident types were identified at each respective location:

Collisions involving pedestrian or bicycle

- None

Collisions involving vehicles

- Beryl Street at Broadway – Broadside – ROW (2017)
- Beryl Street at Broadway – Broadside – ROW (2019)
- Beryl Street at Elena Avenue – Broadside – ROW (2017)
- Beryl Street at Elena Avenue – Broadside – ROW (2017)
- Beryl Street at Elena Avenue – Broadside – ROW (2017)
- Beryl Street at Guadalupe Avenue – Broadside – ROW (2017)
- Beryl Street at Guadalupe Avenue – Broadside – ROW (2017)
- Beryl Street at Paulina Avenue – Broadside – ROW (2017)

Based on a review of reported accidents, field observations, evaluation of vehicle and pedestrian conflicts, and speed assessments, the following modifications are recommended:

### **Bulb-Outs on Beryl Street**

One of Staff's recommendations to enhance pedestrian safety is the construction of temporary bulb-outs on both sides of Beryl Street at uncontrolled intersections with an identifiable need for pedestrian crossing enhancements. The bulb-outs would extend the sidewalk into the parking lane to physically and visually narrow the roadway and provide additional pedestrian space at key locations. They can have the following benefits:

- Increased pedestrian visibility at intersections through improved sight lines
- Decreased pedestrian exposure to vehicles by shortening the crossing distance
- Reduced vehicle turn speeds by physically and visually narrowing the roadway
- Increased pedestrian waiting space
- Additional space for street furnishings, plantings and other amenities
- Facilitates the ability to provide two curb ramps per corner, which is desired

The temporary bulb-outs, in conjunction with the previous approved bike lanes, would reduce the crossing width of Beryl Street from 56 feet to 42 feet, reducing pedestrian exposure to vehicles. All-way stop controls at Juanita Avenue, Lucia Avenue, and Maria Avenue, in conjunction with the reduced pedestrian crossing width, would provide pedestrians with an additional traffic control measure when crossing Beryl Street. High-visibility crosswalks would be installed on all legs with appropriate pedestrian crossing, advanced pedestrian crossing, school pedestrian crossing or advance school warning signs where necessary. This recommendation should be installed along the corridor from Catalina Avenue to Prospect Avenue as listed below to increase pedestrian safety, enhance the mobility and enhance livability of the residents along the Beryl Street corridor.

### **Traffic Circles on Beryl Street**

Based on the information discussed previously and field observations, Staff believes that the installation of a mini traffic circle at the intersections of Beryl Street at Broadway, Elena Avenue, Guadalupe Avenue, Irena Avenue, and Paulina Avenue would enhance traffic safety. Traffic circles provide safe controls at appropriate residential intersections and are effective at significantly reducing speeds while reducing the overuse of all-way stops along certain corridors. Mini-traffic circles can provide a level of speed control and safety enhancement. Installation of a temporary mini-traffic circle can be accomplished inexpensively through changes and additions to existing roadway features including signage and pavement markings.

Travel around a mini-traffic circle is always in a counterclockwise direction with vehicles required to travel around the circle. They require vehicles to slow down to 10-15 mph as they traverse the circle, but vehicles are not required to come to a complete stop unless there is already moving traffic within the circle. The speed reduction is caused by designing the circle such that vehicles cannot continue in a straight path and must instead maneuver around the circle.

Mini-traffic circles have been shown to reduce vehicle crashes by a substantial amount. The Federal Highway Administration (FHWA) noted in their NCHRP Report 672 “Roundabouts: An Informational Guide” that roundabouts have been demonstrated to be safer than other forms of at-grade intersections. This is due to the elimination of right-angle and left-turn collisions, as well as speed reduction. Documentation from BIKESAFE and PEDSAFE indicate that Seattle (which has over 1,000 mini-traffic circles) has experienced a vehicle crash reduction of approximately 90% where the devices were installed. The Institute of Transportation Engineers (ITE) identifies mini-traffic circles (referenced as neighborhood traffic circles) as an effective traffic calming device that reduce intersection collision by an average of 70% and overall collisions by 28%. The National Association of City Transportation Officials (NACTO) also supports the use of mini-traffic circles to enhance safety in their Urban Street Design Guide.

On April 18, 2017, The City Council approved the Commission and staff recommendation to install a traffic circle at the intersection of Blossom Lane and Plant Avenue for a trial period of six months as a pilot project for the implementation of traffic circles. As part of the trial, staff conducted field observations and collected speed data to assess the effectiveness of the traffic circle. In comparison to the two-way speed data that was collected previously, the installation of the traffic circle revealed the following speed reductions:

- 85th percentile speed was reduced at least 8 mph.
- Average speed was reduced nearly 9 mph.
- Max speed was reduced at least 8 mph.

Per the City Council's approval, temporary traffic circles can be constructed and evaluated for a period of six months following approval by the Public Works Commission. After the evaluation period, the study outcome will be presented to the City Council for their consideration in a final decision for the Beryl Street corridor.

### **Radar Feedback Signs**

Radar feedback signs can be considered as an effective tool in addressing vehicle speeding concerns. Staff is recommending these signs be placed along the corridor to be used as an effective tool in addressing vehicle speeding concerns.

### **RECOMMENDATION:**

- Install and evaluate temporary bulb-outs at the intersections of Beryl Street at:
  - Juanita Avenue
  - Lucia Avenue
  - Maria Avenue
- Install and evaluate temporary traffic circles at the intersections of Beryl Street at:
  - Broadway
  - Elena Avenue
  - Guadalupe Avenue
  - Irena Avenue
  - Paulina Avenue
- Install radar feedback signs along the Beryl Street corridor
- Install high visibility crosswalks at the intersections of Beryl street at:

- Irena Avenue
  - Guadalupe Avenue
  - Francisca Avenue
  - Elena Avenue
  - Broadway
  - Catalina Avenue
- Install Class II bike lanes along on both sides of Beryl Street between:
  - Broadway and PCH
  - PCH and Prospect Avenue
- Install pedestrian countdown signals at the signalized intersections of Beryl Street at:
  - Catalina Avenue
  - Maria Avenue
  - Prospect Avenue
- Perform an assessment to determine the feasibility of installing pedestrian crossing enhancements at the uncontrolled intersection of Beryl Street at Francisca Avenue
- Perform a traffic signal warrant analysis to study the feasibility of modifying the traffic controls at the intersection of Beryl street at Maria Avenue from signalized to all-way stop controls

Based on the City Council's previous approval regarding the installation and evaluation of temporary traffic circles, the construction/installation of all the proposed traffic calming alternatives will be forwarded to the City Council for their approval prior to implementation while installation and evaluation of temporary traffic circles can move forward following the Commission's decision.

#### **ALTERNATIVES:**

- Other actions as determined by the Commission.

#### **COORDINATION:**

A meeting notification letter was sent to Council Member Loewenstein for district 2 distribution and Council Member Horvath for district 3 distribution. A copy of the notification letter is provided in Attachment 2. Additional correspondences received from residents is provided in Attachment 3.

#### **BUDGET AND COSTS:**

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

- Temporary bulb-outs (12) - \$27,000
- Temporary traffic circles (5) - \$20,000
- Radar feedback signs (4) - \$26,000
- High visibility crosswalks (13 legs) - \$2,500
- Class II bike lane (2500' x 4) - \$5,000
- Pedestrian countdown signals (12) - \$10,000

**Prepared by:**

*Gene Kim, City Traffic Engineer*

**Submitted by:**

*Ted Semaan, Public Works Director*

Attachment 1 – Proposed Traffic Calming Alternatives

Attachment 2 – Notification Letter

Attachment 3 – Correspondence

**From:** Marcus Goodie Goodloe <[marcusgoodloe@gmail.com](mailto:marcusgoodloe@gmail.com)>  
**Sent:** Friday, January 15, 2021 10:13 AM  
**To:** Bill Brand <[Bill.Brand@redondo.org](mailto:Bill.Brand@redondo.org)>  
**Cc:** Gene Kim <[Gene.Kim@redondo.org](mailto:Gene.Kim@redondo.org)>; Joe Hoefgen <[Joe.Hoefgen@redondo.org](mailto:Joe.Hoefgen@redondo.org)>; Todd Loewenstein <[Todd.Loewenstein@redondo.org](mailto:Todd.Loewenstein@redondo.org)>; Mike Witzansky <[Mike.Witzansky@redondo.org](mailto:Mike.Witzansky@redondo.org)>; Ted Semaan <[Ted.Semaan@redondo.org](mailto:Ted.Semaan@redondo.org)>  
**Subject:** Re: Speed bumps or flashing lights



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

Your honor,

Thanks so much for your insights and perspective concerning this matter.

It remains a profound burden I carry but one with a legion of my fellow citizens along the corridor in question.

I've been in touch with Gene Kim from the RB engineering department; he shared insights as well. Very helpful.

I look forward to hearing from you and members of the council; I cannot stress enough the importance of this matter being addressed with "all deliberate speed;" you can appreciate the historical reference here, I'm sure.

FYI: Just this Wednesday, I observed yet another near collision at Beryl and Broadway. I found my self yelling out during my morning run as I looked on in fear; it was a near miss.

Let's advance forward on this matter; please let me know what if anything else I can do.

See you, 1/18/2021, 12noon- for the MLKJr Celebration!

Grace & Peace,

Marcus "Goodie" Goodloe, Ph.D.  
 author of the books,

*HABITS: Six Steps To The Art Of Influence (2018) KingMaker: Applying Dr. Martin Luther King Jr.'s Leadership in Working with Athletes and Entertainers (2015)*

Instagram: goodie\_goodloe  
 Twitter: goodie\_goodloe  
 call me: (310) 729-7464

*"We are now faced with the fact, my friends, that tomorrow is today. We are confronted with the fierce urgency of now. In this unfolding conundrum of life and history, there is such a thing as being too late. Procrastination is still the thief of time."* Reverend Dr. Martin Luther King Jr.

On Jan 15, 2021, at 9:42 AM, Bill Brand <[Bill.Brand@redondo.org](mailto:Bill.Brand@redondo.org)> wrote:

Hi Marcus,

Thanks very much for bringing attention to this unsafe roadway for local residents and pedestrians. It takes a local resident like you to bring it to our attention so we can address it.

Several years ago, we had a process where any resident could contact our traffic department and work through a defined process on how to get speed cushions on

their street. It involved signature gathering in the general vicinity, including and especially, the signatures of the residents whose homes are adjacent to where the speed cushions would be installed - speed cushions increase noise and air pollution. Other controls are also considered.

Once the signature threshold was met identifying the safety concern and wish to have speed cushions or some other control, the item went to our staff for study and presentation to the Public Works Commission for consideration at a public hearing. Their "recommendation" was then presented to the City Council in a public meeting for consideration. Unfortunately, this process often took a year after all the studies, evaluations and hearings were complete, but simply installing more traffic control in such a highly traffic'd area requires careful analysis and public comment.

Having said all that, it seems in the last few years that process has been abandoned by our Public Works Department and is more nebulous than I would like to see. We should not be asking you for historical records of traffic collisions on this stretch of roadway as our Police Department can provide that info given some time to check their records. But regardless of the traffic collision records, consultant reports, traffic counts, or any other professional opinion, if the residents don't feel safe on their own street, something needs to be done to make them feel safe.

So you know, I personally travel this section of Beryl almost daily and have long thought some sort of additional control is necessary between PCH and Catalina Ave. Some cars are going way too fast due to the long stretch of uncontrolled roadway and causing the accidents you reference, and there will be more. Years ago a resident on Beryl started the petition process but ended up moving away before it was complete, so you are hardly the first to express concern regarding this area.

I will keep you informed of the process to examine this area after speaking with our staff on Tuesday. If you don't hear back from me or Council Member Loewenstein soon, please write or call back anytime at my number below. Council Member Loewenstein will also be following up. This stretch of roadway is due to be repaved in the next year or so, so this might be a good time to install additional controls as well.

Have a good weekend, and Happy Dr. Martin Luther King Jr. Day!

Bill Brand  
Mayor  
City of Redondo Beach  
(310) 809-4405

All communications are accessible via California Public Records Act requests. Records retention policy for Redondo Beach is 30 days.

<Outlook-0sutxbos.png>

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**From:** Marcus Goodie Goodloe <[marcusgoodloe@gmail.com](mailto:marcusgoodloe@gmail.com)>  
**Sent:** Monday, January 11, 2021 10:37 AM  
**To:** Gene Kim <[Gene.Kim@redondo.org](mailto:Gene.Kim@redondo.org)>  
**Cc:** Joe Hoefgen <[Joe.Hoefgen@redondo.org](mailto:Joe.Hoefgen@redondo.org)>; Bill Brand <[Bill.Brand@redondo.org](mailto:Bill.Brand@redondo.org)>  
**Subject:** Re: Speed bumps or flashing lights



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

Good day.

Sorry for the phone tag; by all means reach back at me; I'd be more than willing to do a walkthrough with you as well, as I live around the corner from the intersections in question.

Essentially two cross streets would be involved for any alterations: Broadway and Elena. Both intersect Beryl. Both of these intersections have experienced vehicle as well as pedestrian involved collisions.

Grace & Peace,

Marcus "Goodie" Goodloe, Ph.D.  
author of the books,

***HABITS: Six Steps To The Art Of Influence (2018) KingMaker: Applying Dr. Martin Luther King Jr.'s Leadership in Working with Athletes and Entertainers (2015)***

Instagram: goodie\_goodloe  
Twitter: goodie\_goodloe  
call me: (310) 729-7464

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On Jan 11, 2021, at 10:07 AM, Gene Kim <[Gene.Kim@redondo.org](mailto:Gene.Kim@redondo.org)> wrote:

Good morning Marcus – Happy New year.

I just left you a voicemail.

Can you provide a bit more information on the previous collisions? The collision were along the 400 block of Broadway? This will help me get information about not only the most recent collision, but the history of collisions from the last few years. It would be a good starting point to determine the cause of the collision(s), which in turn would help determine the appropriate measures to be taken to help assist in rectifying the concern.

I look forward to your response (or return call) and in the meantime, should you need anything else, please feel free to reach out.

Thank you and stay safe.

Gene Kim  
City of Redondo Beach  
310-318-0661 x2432

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**From:** Marcus Goodie Goodloe <[marcusgoodloe@gmail.com](mailto:marcusgoodloe@gmail.com)>  
**Sent:** Sunday, January 10, 2021 9:48 AM  
**To:** Gene Kim <[Gene.Kim@redondo.org](mailto:Gene.Kim@redondo.org)>; Joe Hoefgen <[Joe.Hoefgen@redondo.org](mailto:Joe.Hoefgen@redondo.org)>



**Cc:** Bill Brand <[Bill.Brand@redondo.org](mailto:Bill.Brand@redondo.org)>

**Subject:** Re: Speed bumps or flashing lights



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

Good day Gene

Circling back on this

I don't believe I've heard back from you.

I just learned there was yet another accident at the same location; this time, an elderly woman was hit while walking.

I will be reaching out again this week; will a phone call work better?

Grace & Peace,

Marcus "Goodie" Goodloe, Ph.D.

author of the books,

*HABITS: Six Steps To The Art Of Influence* (2018) *KingMaker:*

*Applying Dr. Martin Luther King Jr.'s Leadership in Working with*

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On Dec 26, 2020, at 7:58 PM, Marcus Goodie Goodloe

<[marcusgoodloe@gmail.com](mailto:marcusgoodloe@gmail.com)> wrote:

Regarding: accident on Beryl and city's response.

Good day Gene

Hello Joe

Happy holidays.

I'm a local resident of Redondo Beach, and have been for over ten years. I also serve on the Redondo Beach Police Department Community Engagement Board; and, I'm a Chaplain for the RBPD.

I know Joe, our city manager but I've not had the pleasure of meeting you.

For the last 11 years, I've owned a townhome at 424 N. Broadway, Redondo Beach along with my wife, two teens and mother-in-law.

Since we've been here we've seen no less than 10 accidents happen along Beryl Street (going West and East). Each time, it has shaken us.

Tonight it happened again; but tonight's accident was one of the worst (12/26): a two car accident, both cars totaled, and significant property damage of a house's front yard, not to mention a home owner's new car she had just driven home, severely damaged. There were two fire units on scene, paramedics, as well more than 7 police units.

My wife, whose a registered nurse heard the explosive impact of the cars and ran out. We saw debris littered everywhere, and the occupants of the vehicle in total shock as airbags were deployed in both vehicles. My wife assessed the occupants and even talked to the parents, by phone, of one of the victims. The young woman could not too many years older than my daughter, whose 18.

In talking with people who saw the accident, I learned that a family of one of the houses nearly hit, where one of the cars jumped the curve, had kids playing outside along the sidewalk. It had only been minutes before their young kids came inside. The look on the face of those parents was one of fear, gratitude and thankfulness.

The violence of this accident is something I've seen time and time again along Beryl. But this time, more so now than ever, I feel we must act.

My strong belief is that someone will be seriously injured or killed if the city does not take action. The speed at which drivers accelerate along Beryl is literally causing the likelihood of another accident to occur in the immediate future.

I am writing to ask what steps can we take as a community to get the city to act on this matter at once?

In talking with neighbors who came out in the immediate aftermath of tonight's accident, we were all in agreement that something must be done. I pledged my commitment to lead the way.

I firmly believe that adding speed bumps, flashing red lights and or stops signs must be considered. It has come to these measures; there is no doubt in my mind. I noticed what has been

done for the intersections of Torrance and Broadway. I am convinced such needs to be done in this instance. Please let me know what are next steps to move forward on this matter.

Grace & Peace,

Marcus "Goodie" Goodloe, Ph.D.

author of the books,

*HABITS: Six Steps To The Art Of*

*Influence (2018) KingMaker: Applying Dr. Martin*

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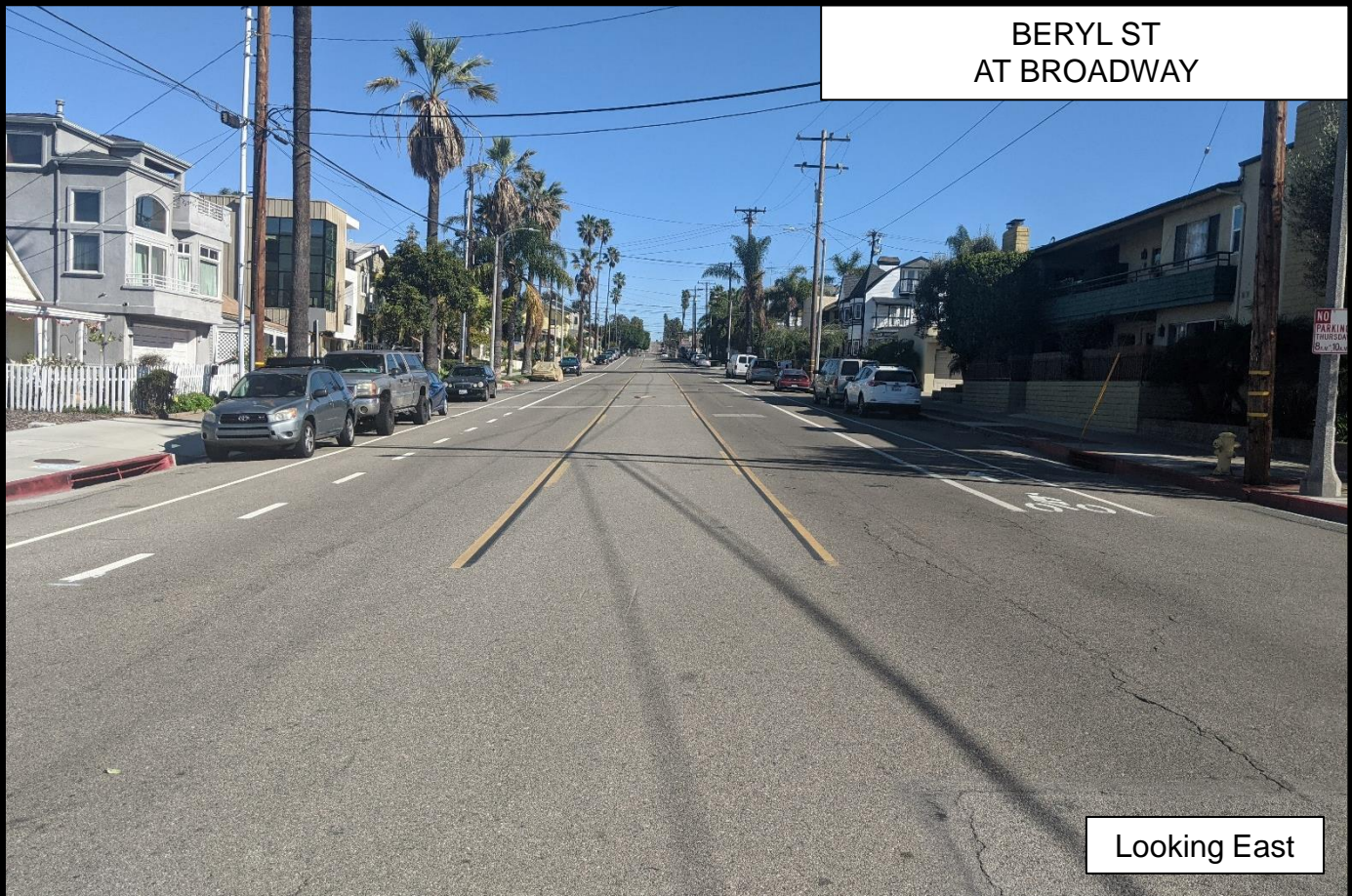
ATTACHMENT 4  
BERYL ST  
EAST OF CATALINA AVE



Looking East



BERYL ST  
AT BROADWAY



Looking East



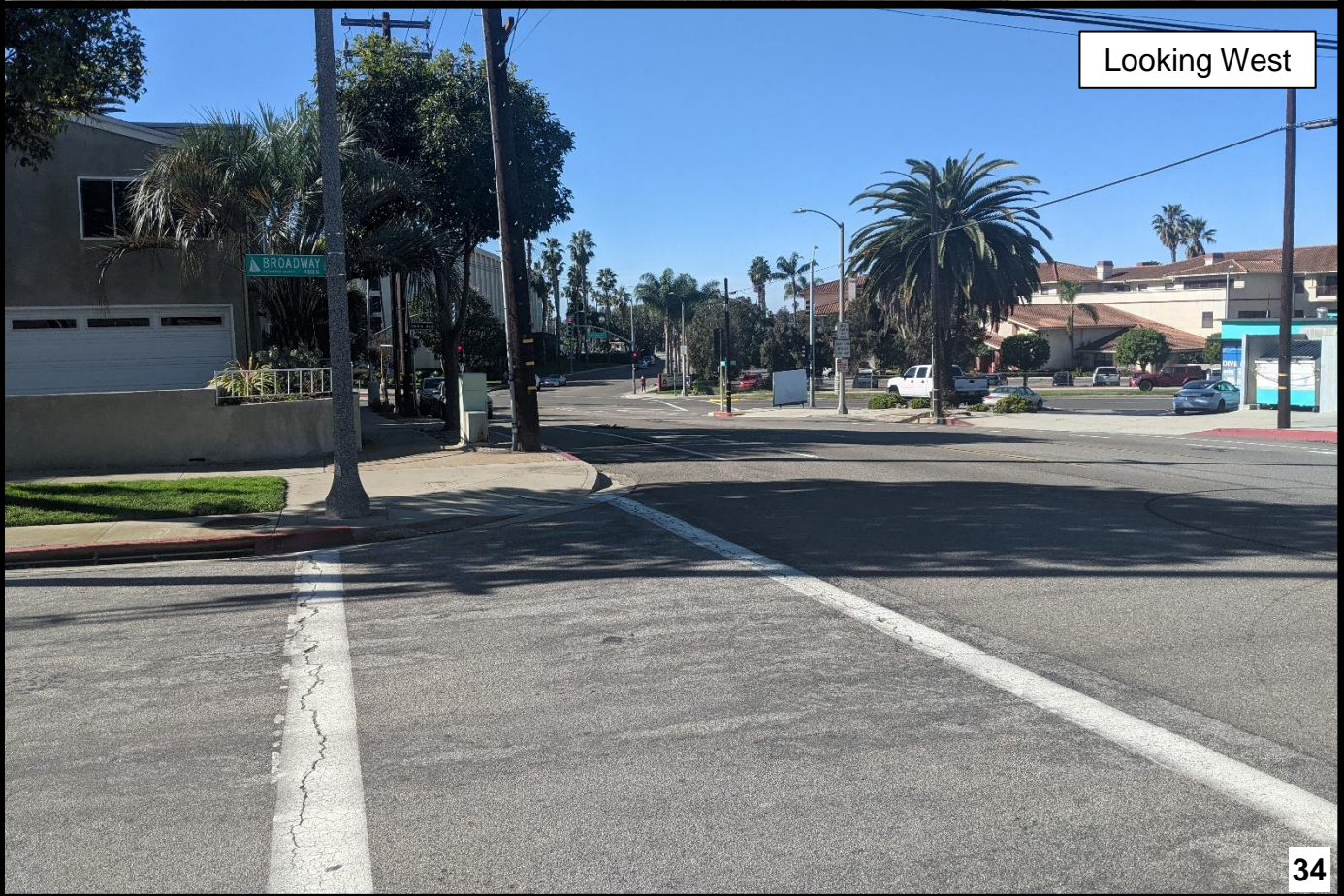
Looking West



BERYL ST  
BROADWAY SOUTH APPROACH



Looking East



Looking West



BERYL ST  
BROADWAY NORTH APPROACH



Looking East



Looking West



BERYL ST  
EAST OF BROADWAY



Looking East



Looking West



BERYL ST  
AT ELENA AVE



Looking East



Looking West



BERYL ST  
ELENA AVE SOUTH APPROACH



Looking East



Looking West



BERYL ST  
ELENA AVE NORTH APPROACH



Looking East



Looking West



BERYL ST  
EAST OF ELENA AVE



Looking East



Looking West



BERYL ST  
AT FRANCISCA AVE



Looking East



Looking West



BERYL ST  
FRANCISCA AVE SOUTH APPROACH



Looking East



Looking West



BERYL ST  
FRANCISCA AVE NORTH APPROACH



Looking East



Looking West



BERYL ST  
EAST OF FRANCISCA AVE



Looking East



Looking West





# Administrative Report

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J.2., File # PW21-2105

Meeting Date: 2/22/2021

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To: PUBLIC WORKS COMMISSION

From: Department of Public Works

## **TITLE**

**DISCUSSION AND POSSIBLE ACTION REGARDING THE LETTER OF SUPPORT FOR THE DESIGNATION OF REDONDO BEACH'S SECTION OF THE COASTAL BIKE PATH AS PART OF US BIKE ROUTE 95**

## **EXECUTIVE SUMMARY**

1. Discuss and provide direction to staff to forward to the City Council regarding the letter of support to include Redondo Beach's section of the existing Pacific Coast Bike Route as a designated part of USBR 95

The City has been contacted by representatives of the Adventure Cyclists Association (ACA) who are an organization of avid bicycling enthusiasts working with agencies throughout the nation to help coordinate development of the U.S. Bicycle Route System (USBR). As part of the designation process, the states' departments of transportation (DOTs) must compile support from local jurisdictions which are then submitted to AASHTO for consideration. City staff was contacted to assist in efforts to include Harbor Drive and Torrance Boulevard within the City limits, as part of the existing USBR, namely the Pacific Coast Bike Route (USBR 95). As part of the effort, Staff will be seeking Council authorization to submit a letter of support to Caltrans on behalf of the City.

## **BACKGROUND**

The United States Bicycle Route System (USBR) was established in 1978 by the American Association of State Highway and Transportation Officials (AASHTO) for the purpose of "facilitating travel between the states over routes which have been identified as being more suitable than others for cycling." The Adventure Cycling Association (ACA) manages volunteers nationally, establishing local support through local state DOTs to pursue the USBRS route-designation process nationally for AASHTO. To date, nearly 14,000 miles of the USBR have been established in 29 states and Washington D.C. There will be over 50,000 miles of designated routes when completed. For the most part, these routes utilize existing right-of-way to connect urban, suburban, and rural areas using roads, trails, and other facilities appropriate for bicycle travel.

The ACA is working with Caltrans to designate five major bike routes in California. As the AASHTO-designated lead for the state of California, Caltrans leadership and involvement are necessary for official USBR route-designation in California. The proposed USBR 95 is an update and enhancement of the existing Pacific Coast Bike Route, running in California from border to border. This would include the Redondo Beach section of the route as part of the designation. The Redondo Beach section begins on Harbor Drive, from the northern City boundary at Herondo Avenue, continues

southerly through the pier parking structure's bicycle facility, transitions at the Torrance Circle and continues easterly on Torrance Boulevard to the City boundary, just east of Prospect Avenue. This designation connects the bike route between the neighboring Cities of Hermosa Beach and Torrance.

Several neighboring jurisdictions have provided letters of support including the cities of Torrance, Los Angeles, Santa Monica, Carson, El Segundo, and the County of Los Angeles. The City of Hermosa Beach recently prepared a letter of support and Manhattan Beach's section of the route was included within Los Angeles County's letter for the USBRS.

Designation would likely benefit Redondo Beach and the region by increasing visibility and awareness of bicycle travel, encouraging ridership, and providing a wayfinding resource to facilitate bicycle tourism both between and within communities. Additionally, there are no financial nor additional capital improvement obligations resulting from the USBR 95 designation. The letter of support would reflect the City's support for the designation and request Caltrans and AASHTO for final federal designation of the completed USBR.

### **ATTACHMENTS**

Attachment 1 - Draft Letter of Support



March 17, 2021

Caltrans District 7  
Cuong Trinh  
Bicycle and Pedestrian Coordinator  
100 S. Main St, #12-420  
Los Angeles, CA 90012

Caltrans  
Paul Moore  
Program Manager  
Bicycle Facilities Unit  
P.O. Box 942873  
Sacramento, CA 94273-0001

Dear Mr. Trinh and Mr. Moore

The City of Redondo Beach is pleased to offer this letter of support for the designation of proposed United States Bicycle Route 95 (USBR 95) through our city. The American Association of State Highway and Transportation Officials (AASHTO) has designated a bicycle route corridor through California to be developed as USBR 95 that follows the Pacific Coast. Our city lies along the corridor and the proposed route along Harbor Drive and Torrance Boulevard are already serving as a section of the Pacific Coast Bike Route.

The City of Redondo Beach prides itself on its many amenities that favor and encourage an active healthy lifestyle. The roadways of both Harbor Drive and Torrance Boulevard contain Class IV and Class II bicycle facilities and are among the most significant portions of the City's bicycle infrastructure. Especially notable is the Harbor Drive Cycle Track that is one of the City's most popular bicycle facility with frequent visitors both local and around the world. It is used year-round by both avid and recreational cyclists and complements the City's active expansion of multi-modal transportation opportunities.

The proposed route for USBR 95 will provide a benefit to our region and we endorse having the route made known to cyclists. The City of Redondo Beach offers its support for USBR 95 and requests that the appropriate officials nominate the route for AASHTO designation as soon as this can be achieved.

Sincerely,

William C. Brand  
Mayor