

**CITY OF REDONDO BEACH
PUBLIC WORKS COMMISSION AGENDA
Monday, May 23, 2022**

CITY COUNCIL CHAMBER

REGULAR MEETING OF THE PUBLIC WORKS COMMISSION - 7 PM

**ALL PUBLIC MEETINGS HAVE RESUMED IN THE CITY COUNCIL
CHAMBER. MEMBERS OF THE PUBLIC MAY PARTICIPATE IN-PERSON,
BY ZOOM, EMAIL OR eCOMMENT.**

Public Works Commission meetings are broadcast live through Spectrum Cable, Channel 8, and Frontier Communications, Channel 41. Live streams and indexed archives of meetings are available via internet. Visit the City's office website at www.Redondo.org/rbtv.

TO WATCH MEETING LIVE ON CITY'S WEBSITE:

<https://redondo.legistar.com/Calendar.aspx>

*Click "In Progress" hyperlink under Video section of meeting

TO WATCH MEETING LIVE ON YOUTUBE:

<https://www.youtube.com/c/CityofRedondoBeachIT>

TO JOIN ZOOM MEETING (FOR PUBLIC COMMENT ONLY):

Register in advance for this meeting:

https://us02web.zoom.us/webinar/register/WN_hgvqL-ZxSca3rBeActy2jg

After registering, you will receive a confirmation email containing information about joining the meeting.

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:

<https://redondo.granicusideas.com/meetings>

- 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. [RECEIVE AND FILE THE CITY'S STRATEGIC PLAN UPDATE OF THE CITY COUNCIL MEETING ON MARCH 15, 2022](#)**

- 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. [FELTON LANE AND RUHLAND AVENUE ALL-WAY STOP CONTROLS](#)**

- J.2. [UPDATE TO COUNCIL APPROVED TRAFFIC CALMING POLICY](#)**

- 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 7p.m. on June 27, 2022, in the Redondo Beach Council Chambers, at 415 Diamond Street, Redondo Beach, California.

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 under the City Clerk.



Administrative Report

E.1., File # PW22-4224

Meeting Date: 5/23/2022

TITLE
BLUE FOLDER



Administrative Report

F.1., File # PW22-4225

Meeting Date: 5/23/2022

TITLE

AFFIDAVIT OF POSTING

PROOF OF POSTING

I, Sara Russo, 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 May 23, 2022

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

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

Posted on: May 19, 2022 at 5:00 pm
(date) (hour)

Posted at: DOOR "1" BULLETIN BOARD

and at CITY CLERK'S OFFICE

Sara Russo, Analyst

5/19/2022
Date



Administrative Report

F.2., File # PW22-4226

Meeting Date: 5/23/2022

TITLE

RECEIVE AND FILE THE CITY'S STRATEGIC PLAN UPDATE OF THE CITY COUNCIL MEETING ON MARCH 15, 2022

CITY OF REDONDO BEACH STRATEGIC PLAN

THREE-YEAR GOALS SIX-MONTH OBJECTIVES January 27, 2022 – July 27, 2022

CM= City Manager ATCM=Assistant to City Manager CD=Community Development CS=Community Services FD=Fire Department FS=Financial Services HR=Human Resources IT=Information Technology LIB=Library
PD=Police Department PW=Public Works WED=Waterfront and Economic Development CA=City Attorney CC=City Clerk CT=City Treasurer

GOAL 1: Modernize the City's Communication Systems						
WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By July 27, 2022	ATCM, CM	City Branding: Identify and procure resources needed to facilitate rebranding effort; overall aim is to capture the full diversity and flavor of the City.		X		
2. By July 1, 2022 (if current vendor is selected; by 10/1 if new vendor)	IT & ATCM	City Website: Establish requirements and sign a contract with vendor to rebuild current website. Make it more appealing, more user friendly, simpler, searchable, incorporating modern, responsive design customized to Redondo Beach, with a good CMS and strong SEO plan to support it. Website should have council member pages that are editable by council members and a clear path for people who want to do business with the City.		X		Continuous use and migration agreements needed to move the existing redondo.org website under City control was approved on 04/05. The framework for the two working groups to assist with the selection of a new website platform vendor was approved by CC on 05/03.
3. By July 27, 2022	ATCM & CM working with advisory group	City Communications Plan: Update the City's communications plan. Include brand alignment, different communications platforms, social media, two-way communications, surveying, and public input gathering.		X		
4. By July 5, 2022	ATCM, PW (CIP), FS & IT	Internal Communications: Provide report to Council on gaps in internal communications with potential solutions. Goal is to upgrade City's internal communications to include project status and budget reports.		X		
5. By April 5, 2022	CM, CA & CC	City Charter Review: Provide report to Council on options to establish City Charter Review Advisory Committee. First meeting to be held by June 5.	X			Report provided to CC on 04/05. Follow up discussion on the appointment of committee members scheduled for 05/17.
6. By July 26, 2022	ATCM, CA & CC	Sunshine Policy: Review policies of other Cities, summarize the City's options and report to Council.		X		

7. By July 26, 2022	ATCM & CS	Volunteer Coordination: Determine a plan for coordinating City's various volunteer groups and report to Council.		X		
------------------------	-----------	---	--	---	--	--

GOAL 2: *Vitalize Core Commercial Areas of the City*

WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By July 1, 2022	CD & WED	Artesia AACAP Implementation: Consider environmental analysis and introduce ordinance to amend municipal code for Artesia FAR and other changes recommended in the AACAP.		X		CD to coordinate with new WED Director.
2. By Sept. 1, 2022	CD & WED	Artesia Parking: Consider environmental analysis and introduce ordinance to amend municipal code for Artesia parking regulations related to the AACAP.		X		Contract was extended to allow for Strategic Plan deadline. Community meeting was held on 04/28 for parking input.
3. By April 5, 2022	PW & IT	Broadband: Explore and report to Council on grant opportunities related to middle-mile broadband expansion to core commercial areas.	X			Presented to CC on 04/05.
4. By July 1, 2022	CD & CA	Finalize Cannabis Ordinance		X		Planning Commission (PC) held public hearing on draft ordinances on 03/03. Draft ordinance was updated with recommendations from the PC and public. Community Survey was conducted April 21-May 5. CC discussion item on 05/10. Direction was given on advisory consultant and ordinance provisions.
5. By May 3, 2022	CS	Mural Ordinance: Report on mural ordinance options, available sites.	X			Presented to CC on 05/03.
6. By May 3, 2022	FS & WED	Business/Parking Improvement Districts: Report to Council on options for business and/or parking district formation.	X			Item presented to CC on 05/10. Council Direction to pursue further research into participant interest along Artesia and within Waterfront.

7. By June 1, 2022	WED & ATCM	International Boardwalk: Create a matching storefront improvement program for International Boardwalk, working with King Harbor and Pier associations.		X		
8. By July 26, 2022	WED, CD & CM	Business Concierge Program: Report to Council on potential program to help expedite business development in the City.		X		
9. By May 15, 2022	ATCM & PW	EV Charger Expansion: Seek additional federal grant funding for EV chargers on commercial corridors.	X			Item will be presented to CC on 05/17.
10. By April 5, 2022	CD & CA	Administrative Review and Anti-Blight Ordinance: Bring draft ordinance concepts to Council for consideration			X	Item was presented on 4/19. Council direction to do proactive enforcement pilot program.
11. By March 15, 2022	CD & CA	Design Review: Bring draft language to Council to amend administrative design review and planning commission design review procedures.	X			Report presented to CC. Direction provided for ordinance preparation. Staff preparing ordinance.

GOAL 3: Increase Environmental Sustainability

WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By June 1, 2022	ATCM & PW	Edison Right-Of-Way License: Following execution of license, develop conceptual plan for beautification and habitat restoration on Edison right-of-way west of PCH		X		License Agreement will be presented to CC on 05/17 for approval. PW working with firm to develop conceptual plan.
2. By Feb. 15, 2022	PW	Bicycle Master Plan: Provide an update on the status of master bicycle plan implementation.	X			Completed.
3. By June 7, 2022	PW	Multi-Modal Plan: Discuss and decide on measurable goals for implementation of existing bicycle master plan; review local travel network concepts and report to Council.		X		
4. By March 15, 2022	PW & CA	Tree Ordinance: Summarize feedback from Commissioners, report to Council and get direction from Council on development of ordinance.	X			Presented to Council on 03/15. Direction was given to City Attorney for Ordinance preparation.
5. By July 5, 2022	PW	Water Quality: Review the EWMP plan and report to council on next steps for implementation.		X		
6. By July 26, 2022	CD working with PW	Bike Racks: Review options for bike rack designs and expanded installation on commercial properties and report to Council.		X		"Who" revised to include PW
7. By June 21, 2022	PW	Tree Plantings: Provide a Budget Response Report on options for planting trees in available city-controlled planting sites.		X		"Who" revised to "PW", Public Works, instead of CD.
8. By April 19, 2022	PD (Code Enforcement)	Plastic Waste: Report on current enforcement of plastic waste laws and ways to enhance compliance.	X			Report presented to CC on 04/19.
9. By July 26, 2022	WED	White Sea Bass Program: Report to Council on options to re-establish White Sea Bass program in King Harbor.		X		
10. By June 7, 2022	ATCM & CC	Environmental Advisory Body: Report on options for advising the City on environmental issues through either expansion of an existing commission or creation of a new commission.		X		

GOAL 4: *Invest in the City's Infrastructure*

WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By February 15, 2022	FS, PW & CM	Infrastructure Bond: Explore and provide report on bond process and possible uses, including renovations to key civic buildings; followed by report on transactional milestones	X			Submitted on 02/15 as Mid-Year BRR
2. By June 7, 2022	PW & CS	Wilderness Park Ponds: Develop plan for maintenance of upper pond; assess lower pond and plan for restoration and reconstruction, and report to Council.		X		
3. By May 3, 2022	CS, WED & PW	Seaside Lagoon: Prepare RFP for selecting an aquatics design firm to redesign and rehabilitate the Lagoon.	X			Item will be presented to CC on 05/17 - WED is lead.
4. By June 7, 2022	CS & ATCM	Veterans Park Library: Identify and present to Council options for a new facility use plan and solicit prospective operators.		X		
5. By March 15, 2022	PW	Dominguez Park and Dog Park Improvements: Report to Council on scope of work and timetable for implementation.	X			Presented to Council on 03/15.
6. By June 14, 2022	PW	Grant Ave. Repaving: Provide Budget Response Report on funding options.		X		
7. By April 5, 2022	PW working with West Basin	Recycled Water: Develop a plan to connect recycled water (purple pipe) to Manhattan Beach Blvd., Anderson Park, and North Redondo Beach bike path.	X			West Basin attended and presented at 05/10 CC meeting.
8. By March 15, 2022	CS & PW	Aviation Park: Provide a report on short- and long-term improvements and additional amenities for the following: painting of the gym, concrete work, and potential aquatic center.	X			Item presented to CC on 05/03.
9. By March 15, 2022	PW	Riviera Village Mobility Assessment: Report to Council on Riviera Village mobility assessment focusing on pedestrian movement.	X			Presented to CC on 04/19.
10. By May 17, 2022	WED	Sea Level Rise: Report to Council on status of sea level rise impacts with assessment, next steps, and possible mitigation funding sources.			X	Will be presented as part of CIP Discussion on 06/14.
11. By April 5, 2022	CD & PW	Riviera Village Outdoor Dining Parklets: Report to Council on Coastal Commission response regarding long term program implementation.	X			Report provided to CC on 04/05. Staff preparing longer term implementation plan.

GOAL 5: *Maintain a High Level of Public Safety*

WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By March 1, 2022	FD	Fire Department Assessment: Deliver report to Council on Fire Dept. assessment.	X			Informational report presented at 4/19 CC meeting.
2. By July 26, 2022	PW & ATCM	Expand Streets For All Program: Re-engage with Health District and explore grant opportunities; report to Council.		X		
3. By July 26, 2022	PD & PW	Speed Limits: Report to Council on when the City could implement reduced speed limits under AB43.		X		
4. By May 10, 2022	CA	Enhanced Response to Homelessness: Report to Council on options for enhanced response to help address homelessness, including improved coordination with the County.	X			Presented at the 05/10 CC meeting.
5. By Feb. 15, 2022	PD & PW	Crime and Car Accident Report for 2021: Report to Council on crime statistics and vehicle accident data, including car and pedestrian collisions, and trends.	X			Presented at the 03/01 CC meeting.
6. By Feb. 15, 2022	PD	Waterfront Safety: Provide Budget Response Report to Council on enhancing safety at the waterfront, with options for operational and capital improvements.	X			Submitted on 02/15 as Mid-Year BRR.
7. By July 1, 2022	PW	Artesia Blvd. Left Turn Pockets: Complete redesign of left turn lanes/pockets along Artesia Blvd.		X		
8. By April 19, 2022	FD & CM working with the RBFA	County Fire Study: Review the scope of contract fire services to be studied by Los Angeles County with the RB Fire Association and provide a report to Council for consideration of approval of the request for completion of a County Fire Study.	X			Presented at the 04/19 CC meeting.

GOAL 6: *Enhance the Delivery of City Services*

WHEN	WHO	OBJECTIVES	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By June 7, 2022	LIB, PW & IT	Library Self-Serve Hours: Report to Council on benefits and feasibility of library self-serve program at north branch.		X		
2. By May 17, 2022	CM, PW & HR	Public Works Employee Retention: Develop a plan to attract and retain public works employees and present to Council.		X		Funding provided at Mid-Year. Plan/policy in negotiations.
3. By July 5, 2022	ATCM & IT	Transition More City Services to Online: Provide a report to Council on options to continue and expand the plan to transition public-facing City services online.		X		
4. By July 26, 2022	CM, CA & CC	Code of Conduct: Develop a code of conduct for Commissioners and present it to Council for consideration of approval.		X		
5. By March 15, 2022	CM, CA & CC	Campaign Finance Reform: Report to Council on possible updates to campaign finance ordinance and enforcement options.	X			Report provided on 04/01. Direction given on Ordinance modifications and go forward investigation process.
6. By April 5, 2022	FS, CT & CC	Moss Adams Review: Report to Council on status of Moss Adams findings and next steps.	X			Report (w/ Moss Adams) presented at the 04/05 CC meeting.
7. By April 19, 2022	PW	Traffic Calming Policies: Report to City Council on policy changes that would accelerate the implementation of traffic calming improvements.	X			Presented to PW Commission on 03/28. Will be presented to CC on 05/17.
8. By June 7, 2022	PW	Digital Speed Limit Feedback Signs: Provide a Budget Response Report on cost to install radar feedback signs and collect data.		X		



Administrative Report

H.1., File # PW22-4227

Meeting Date: 5/23/2022

TITLE

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS



Administrative Report

J.1., File # PW22-4228

Meeting Date: 5/23/2022

To: PUBLIC WORKS COMMISSION
From: DEPARTMENT OF PUBLIC WORKS

TITLE
FELTON LANE AND RUHLAND AVENUE ALL-WAY STOP CONTROLS

EXECUTIVE SUMMARY

In response to a request from residents, Staff has performed an analysis of all-way stop controls at the intersection of Felton Lane and Ruhland Avenue. The subject intersection was evaluated with respect to enhancing pedestrian and motorist safety. This item is being advanced based on analysis of reported correctable traffic collisions at the intersection. SWITRS data indicates there were five reported crashes in a twelve-month period that can be considered potentially correctable. Installing all-way stop controls at the subject intersection could increase pedestrian and vehicle safety by reducing conflicts to motorists, pedestrians and cyclists.

A vicinity map of the study area, the recommended traffic controls and the SWITRS data are provided in the attachments.

BACKGROUND

Staff received a petition in November 2021 requesting all-way stop controls at the intersection of Felton Lane and Ruhland Avenue.

Felton Lane is classified as a local street and has a 25-mph residential prima facie speed limit. Felton Lane runs north-south. Stopping is prohibited on the west side of the street and parking is allowed on the east side. It is approximately 28 feet wide with one travel lane in each direction that are separated by a dashed yellow centerline. There are all-way stop controls approximately 300 feet to the north of the subject intersection at Voorhees Avenue and all-way stop controls approximately 300 feet to the south at Nelson Avenue.

Ruhland Avenue is classified as a local street, has a 25-mph residential prima facie speed limit and runs west-east with one travel lane in each direction. It is approximately 28 feet wide with parallel parking allowed on the south side of the street and no stopping allowed on the north side. Ruhland Avenue is stop controlled at the subject intersection and has marked crosswalks. There are all-way stop controls approximately 600 feet to the west of the subject intersection at Phelan Lane and all-way stop controls approximately 600 feet to the east at Perkins Lane.

Fronting development in the vicinity of the intersection is predominantly single and multi-family residential. Several commercial sites are located approximately 1000 feet south of the subject intersection on Artesia Boulevard. Madison Elementary School is approximately 650 west of the

intersection. There are sidewalk, curb and gutter improvements on all legs.

Per current policy regarding resident requests for all-way stops, staff mailed a survey to 42 residences within 150-feet of the intersection proceeded to determine support for the request. To date only 14 responses have been received, all supportive, which is a response rate of 33%. The response rate required to advance the issue is 66%, which was not met.

Staff also collected and analyzed reported traffic collision data from SWITRS. A review of the available SWITRS crash data at this intersection during the four-year period ending 12/31/2021 revealed 7 reported accidents between 1/1/2018 and 12/31/2021. that might be considered correctable by all-way stop controls. More significantly in the support of stop sign placement, five of these crashed occurred in the 12-month period between December 2020 and November 2021. Therefore, staff is advancing this request based on the collision history analysis. SWITRS data is included in the attachments.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides guidance for the installation of all-way stop controls. It suggests that all-way stop controls should be considered when:

- **Criteria A** - Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- **Criteria B** - When there are five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- **Criteria C** - Where the vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour. When the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the above values.
- **Criteria D** - Where no single criterion is satisfied, but where Criteria B and C are all satisfied to 80 percent of the minimum values.

The CA MUTCD also provides other criteria that may be considered, including:

- The need to control left-turn conflicts;
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and,

- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.

Based on the above information, the collision criteria (Criteria B) is satisfied and supports an all-way stop control installation. Criteria A, C and D could not be evaluated due to lack of collection of speed and volume data. Therefore, staff recommends installation of an all-way stop at the subject intersection.

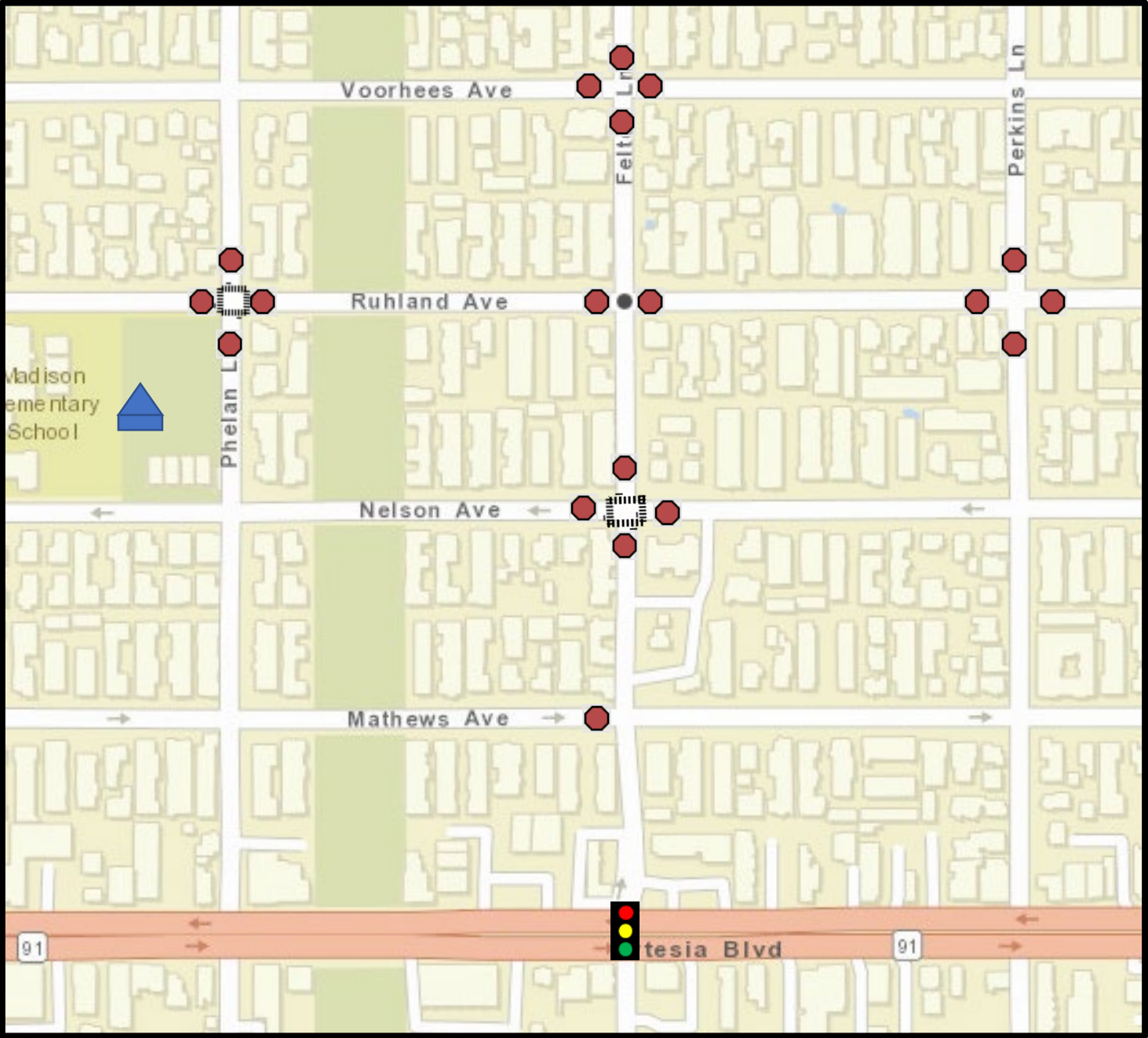
ALTERNATIVES AVAILABLE:

1. Install all-way stop controls at the intersection of Felton Lane and Ruhland Avenue.
2. Other actions as determined by the Public Works Commission

COORDINATION

Coordination of the safety evaluation and this report took place within the Public Works Department.

Attachment 1
Study Area and Existing Conditions



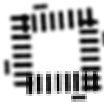
Legend



Traffic Signal



Existing stop

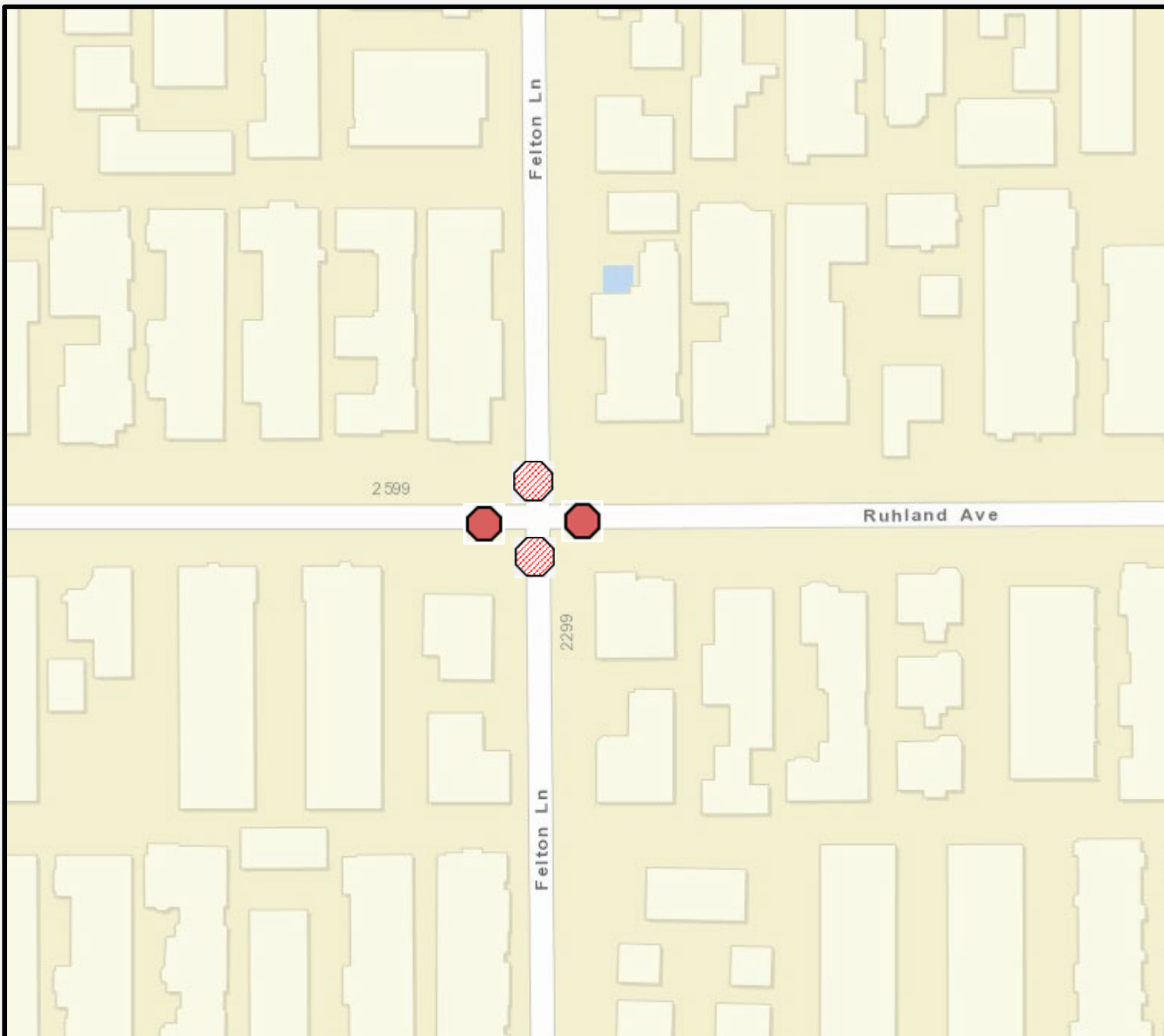


High Visibility Crosswalk





Madison Elementary School

Attachment 2 Proposed Stop Control



Legend

-  Proposed stop
-  Existing stop

Reported Collisions on Ruhland Avenue and Felton Lane

January 1, 2018 - March 31, 2021

2018

Primary Rd		FELTON LN		Distance (ft)		0		Direction		Secondary Rd		RUHLAND AV		NCIC		1956 State Hwy?		N Route		Postmile Prefix		Postmile		Side of Hwy																													
City		Redondo Beach		County		Los Angeles		Population		5 Rpt Dist		54 Beat		005 Type		0 CalTrans		Badge		1324 Collision Date		20180212		Time 1434 Day		MON																											
Primary Collision Factor				R-O-W AUTO				Violation				21802A Collision Type				BROADSIDE				Severity				INJURY				#Killed				0 #Injured				1 Tow Away?				N Process Date				20180313									
Weather1				CLEAR				Weather2				Rdwy Surface				DRY				Rdwy Cond1				NO UNUSL CND				Rdwy Cond2				Spec Cond				0																	
Hit and Run				Motor Vehicle Involved With				OTHER MV				Lighting				DAYLIGHT				Ped Action				Cntrl Dev				FNCTNG				Loc Type				Ramp/Int																	
Party Info																		Victim Info																																			
Party		Type		Age		Sex		Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		CHP Veh		Make		Year		SP Info		OAF1		Viol		OAF2		Safety Equip		ROLE		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected			
1F		DRVR		36		F		H		HNBD				STOPPED		W		A		0100		TOYOT		2009		-		-		N		-		M		G		PASS				27		F		3		0		M		G	
																																				PASS				60		F		6		0		M		G			
2		DRVR		41		F		W		HNBD				PROC ST		S		A		0100		CHRY		2007		-		-		N		-		M		G		DRVR		COMP PN		39		F		1		0		M		G	
																																				PASS				47		M		3		0		M		G			

Primary Rd		FELTON LN		Distance (ft)		0		Direction		Secondary Rd		RUHLAND AV		NCIC		1956 State Hwy?		N Route		Postmile Prefix		Postmile		Side of Hwy																													
City		Redondo Beach		County		Los Angeles		Population		5 Rpt Dist		654 Beat		005 Type		0 CalTrans		Badge		1344 Collision Date		20180715		Time 2118 Day		SUN																											
Primary Collision Factor				R-O-W AUTO				Violation				21802A Collision Type				BROADSIDE				Severity				PDO				#Killed				0 #Injured				0 Tow Away?				N Process Date				20180807									
Weather1				CLEAR				Weather2				Rdwy Surface				DRY				Rdwy Cond1				NO UNUSL CND				Rdwy Cond2				Spec Cond				0																	
Hit and Run				Motor Vehicle Involved With				OTHER MV				Lighting				DARK - ST				Ped Action				Cntrl Dev				NT PRS/FCTR				Loc Type				Ramp/Int																	
Party Info																		Victim Info																																			
Party		Type		Age		Sex		Race		Sobriety1		Sobriety2		Move Pre		Dir		SW Veh		CHP Veh		Make		Year		SP Info		OAF1		Viol		OAF2		Safety Equip		ROLE		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected			
1F		DRVR		37		M		O		HNBD				PROC ST		W		A		0100		NISSA		2016		-		3		-		-		M		G						34		F		3		0		G		M	
2		DRVR		23		F		H		HNBD				PROC ST		S		A		0100		TOYOT		1995		-		3		-		-		M		G		PASS				34		F		3		0		G		M	

Primary Rd		FELTON LN		Distance (ft)		0		Direction		Secondary Rd		RUHLAND AV		NCIC		1956		State Hwy?		N		Route		Postmile Prefix		Postmile		Side of Hwy													
City		Redondo Beach		County		Los Angeles		Population		5		Rpt Dist		654		Beat		005		Type		0		CalTrans		Badge		1344		Collision Date		20180715		Time		2118		Day		SUN	
Primary Collision Factor		R-O-W AUTO		Violation		21802A		Collision Type		BROADSIDE		Severity		PDO		#Killed		0		#Injured		0		Tow Away?		N		Process Date		20180807											
Weather1		CLEAR		Weather2				Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2				Spec Cond		0																			
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting		DARK - ST		Ped Action				Cntrl Dev				NT PRS/FCTR				Loc Type				Ramp/Int													
Party Info																		Victim Info																							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected																
1F	DRVR	37	M	O	HNBD		PROC ST	W	A	0100	NISSA	2016	-	3	-	-	M	G																							
2	DRVR	23	F	H	HNBD		PROC ST	S	A	0100	TOYOT	1995	-	3	-	-	M	G	PASS		34	F	3	0	G	M															

2019

No reported collisions

2020

Primary Rd		FELTON LN		Distance (ft)		0.00		Direction		Secondary Rd		RUHLAND AV		NCIC		1956 State Hwy?		N Route		Postmile Prefix		Postmile		Side of Hwy																	
City		Redondo Beach		County		Los Angeles		Population		5		Rpt Dist		54		Beat		004		Type		0		CalTrans		Badge		1293		Collision Date		20201204		Time		0846		Day		FRI	
Primary Collision Factor		STOP SGN SIG		Violation		22450A		Collision Type		BROADSIDE		Severity		PDO		#Killed		0		#Injured		0		Tow Away?		N		Process Date		20210301											
Weather1		CLEAR		Weather2				Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2				Spec Cond		0																			
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting		DAYLIGHT		Ped Action				Cntrl Dev		FNCTNG		Loc Type				Ramp/Int																	
Party Info														Victim Info																											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected																
1F	DRVR	56	F	W	HNBD		PROC ST	W	A	0700	-	2005	-	3	E	-	M	G																							
2	DRVR	31	F	W	HNBD		PROC ST	S	A	0700	-	2019	-	3	N	-	M	G																							
3	DRVR	53	M	O	HNBD		STOPPED	E	A	0700	JEEP	2016	-	3	N	-	M	G																							

2021

Primary Rd		FELTON LN		Distance (ft)	0.00		Direction	Secondary Rd		RUHLAND AV		NCIC	1956		State Hwy?	N	Route	Postmile Prefix		Postmile		Side of Hwy				
City		Redondo Beach		County	Los Angeles		Population	5	Rpt Dist	54	Beat	004	Type	0	CalTrans	Badge	1244	Collision Date	20210211		Time	1542	Day	THU		
Primary Collision Factor		STOP SGN SIG		Violation	22450A		Collision Type	BROADSIDE		Severity	PDO		#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20210413						
Weather1		CLEAR		Weather2			Rdwy Surface	DRY		Rdwy Cond1	NO UNUSL CND		Rdwy Cond2		Spec Cond	0										
Hit and Run				Motor Vehicle Involved With	OTHER MV		Lighting	DAYLIGHT		Ped Action			Cntrl Dev		Loc Type			Ramp/Int								
																		Victim Info								
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	18	M	W	HNBD		PROC ST	W	A	0100	-	2000	-	3	N	-	L	G	PASS		17	M	3	0	L	G
2	DRVR	16	F	W	HNBD		PROC ST	S	A	0100	MINI	2014	-	3	N	-	L	G								

Primary Rd		FELTON LN		Distance (ft)	0.00		Direction	Secondary Rd		RUHLAND AV		NCIC	1956		State Hwy?	N	Route	Postmile Prefix		Postmile		Side of Hwy			
City	Redondo Beach		County	Los Angeles		Population	5	Rpt Dist	54	Beat	004	Type	0	CalTrans		Badge	1335	Collision Date	20210701		Time	1528	Day	THU	
Primary Collision Factor			R-O-W AUTO			Violation	21802A		Collision Type	BROADSIDE		Severity	PDO		#Killed	0	#Injured	0	Tow Away?		Process Date 20210908				
Weather1		CLEAR		Weather2		Rdwy Surface		DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0							
Hit and Run		Motor Vehicle Involved With OTHER MV								Lighting		DAYLIGHT		Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int			
Party Info																		Victim Info							
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	38	M	A	HNBD		PROC ST	W	A	0100	-	2017	-	3	E	-	M	G							
2	DRVR	26	F	O	HNBD		PROC ST	S	A	0100	-	2020	-	3	N	-	M	G							

Primary Rd		FELTON LN		Distance (ft)	0.00		Direction	Secondary Rd		RUHLAND AV		NCIC	1956 State Hwy?		N	Route	Postmile Prefix		Postmile		Side of Hwy									
City	Redondo Beach		County	Los Angeles		Population	5		Rpt Dist	654		Beat	004		Type	0		CalTrans	Badge	1262		Collision Date	20211017		Time	2157		Day	SUN	
Primary Collision Factor				STOP SGN SIG		Violation	22450A		Collision Type		BROADSIDE		Severity	INJURY		#Killed	0		#Injured	1		Tow Away?	Y		Process Date 20211213					
Weather1		CLEAR		Weather2		Rdwy Surface				DRY		Rdwy Cond1		NO UNUSL CND				Rdwy Cond2		Spec Cond				0						
Hit and Run		FELONY		Motor Vehicle Involved With				OTHER MV		Lighting		DARK - ST		Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int								
																		Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected					
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	A	0100	FORD	-	-	-	-	-	-													
2	DRVR	61	M	A	HNBD		PROC ST	N	A	0100	-	2021	-	3	-	-	L G	DRVR	OTH VIS	61	M	1	-	L	G					

Primary Rd	RUHLAND AV	Distance (ft)	0.00	Direction		Secondary Rd	FELTON LN	NCIC	1956	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Redondo Beach	County	Los Angeles	Population	5	Rpt Dist	54	Beat	004	Type	0	CalTrans	Badge	1183	Collision Date	20211111	Time	0754	Day	THU					
Primary Collision Factor	R-O-W AUTO	Violation	21802A	Collision Type		BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20211215									
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0														
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int											
Party Info															Victim Info										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	F	H	HNBD		PROC ST	W	A	0100	-	2015	-	3	N	-	M	G							
2	DRVR	35	M	A	HNBD		PROC ST	N	A	0700	-	2016	-	3	N	-	L	G							

2022

No reported collisions



Administrative Report

J.2., File # PW22-4229

Meeting Date: 5/23/2022

To: PUBLIC WORKS COMMISSION

From: DEPARTMENT OF PUBLIC WORKS

TITLE

UPDATE TO COUNCIL APPROVED TRAFFIC CALMING POLICY

EXECUTIVE SUMMARY

City Council recently approved staff recommended modifications to the policies guiding the City's response to all-way stop and traffic calming requests from residents. Potential modifications were discussed previously with the Public Works Commission ("Commission") and presented to the City Council on May 17, 2022. A copy of the administrative report for the City Council meeting in which the modifications are described, is included in the attachments. Staff is presenting the item again to inform the Commission of the Council's decision and to gather input regarding implementation of the policy modifications.

BACKGROUND

[On March 28, 2022, the Commission considered potential improvements to the City's policy guiding response to resident initiated traffic calming and all way stop requests. Staff had presented this in advance of an anticipated presentation to the City Council on this topic pursuant to the Council's Strategic Plan, Goal # 6 "Enhance the Delivery of City Services."

On May 17, 2022 staff presented proposed modifications to these policies that highlighted a recent history of traffic calming studies, certain barriers in the current process, suggestions of ways to reduce these barriers and improve communications and flow charts meant to inform resident expectations by providing some clarity to the process. The Council was very supportive of the proposed modifications and approved them unanimously.

Staff's recommendations include elimination of the resident driven stop sign request petition process and instead implement a City staff directed neighborhood survey that accelerates community feedback and allows for a more expeditious request before the Public Works Commission and City Council.

Staff recommended, and is in the process of implementing, software that will help track traffic calming requests and provide an "open ticket" status report for both internal and external customer review.

Staff's recommendations also include elimination of pilot installations of proposed traffic calming

improvements that have been widely discussed and approved and instead implement attractive more permanent construction solutions.

Staff intends immediate implementation of these policy changes. A copy of the report presented to the City Council on May 17, 2022 is included in the attachments.

COORDINATION

Coordination of the this item took place within the Public Works Department.



Administrative Report

N.4., File # 22-4162

Meeting Date: 5/17/2022

To: MAYOR AND CITY COUNCIL
From: TED SEMAAN, PUBLIC WORKS DIRECTOR

TITLE

DISCUSSION AND POSSIBLE ACTION ON ACCELERATING THE IMPLEMENTATION OF TRAFFIC CALMING IMPROVEMENTS THROUGH THE REDUCTION OF POLICY BARRIERS AND CHANGES TO PROCESS

EXECUTIVE SUMMARY

Goal 6 of the City Council's recently revised Strategic Plan is to "Enhance the Delivery of City Services." A stated objective under that title is for staff to present a report on "policy changes that would accelerate the implementation of traffic calming improvements". The topic was presented to the Public Works Commission ("Commission") who, in coordination with staff, helped identify certain policy changes that might simplify the City's traffic calming procedures and make it easier for residents to make requests and get results. These ideas are discussed in the background section of the report. Staff appreciates additional feedback from the public and the City Council on this topic to continuously improve the City's engineering processes and provide more timely and responsive service to residents.

BACKGROUND

The term "Traffic Calming" as used (somewhat imprecisely) in the discussion below includes resident requests related to stop controls, speeding, parking, pedestrian and bicycle safety. The City's traffic engineering team works to respond to these resident requests and Council referrals to address concerns as they are observed first hand, or brought to the City's attention. Requests can be as simple as a request for curbs to be painted red adjacent to a residential driveway, and as complex as evaluating ways to reduce and slow traffic through a network of neighborhood streets. Successful policy to address these concerns will be a combination of the "three E's", education, enforcement and engineering.

This discussion focuses on the process to implement engineering (infrastructure and regulatory) improvements, which are meant to modify driver, pedestrian and cyclist behavior to encourage more alert, cautious and thoughtful consideration of other users in the right of way. Improvements to driver behavior typically plays the largest role in bringing "calm" to local traffic and many of the traffic calming tools are directed towards constraints to vehicle operation. Some of these tools are relatively simple to implement, like refreshing striping.

A revised traffic calming policy was reviewed in 2018 by the Public Works Commission over four meetings with an eventual recommendation to take a new approach to Traffic Calming requests. The

revised approach was deemed to be more holistic by considering impacts to a neighborhood rather than studying individual roadway segments or intersections in question. The holistic approach is meant to engage the technical analysis early on, in order to understand impacts on surrounding streets, to identify root causes, and present options to the resident(s) based on technical findings. A down side of this approach, however was that additional time was required for technical analysis and resident input over a larger geographic area. That process was frustrating to many due to the long duration between original request and implementation of the resident's perceived "best solution" to address the concern.

This approach was not formally presented to City Council as such, but was implemented in a number of resident requests that were reviewed by the City Council. In those meetings, after hearing residents with views opposing staff recommendations, other residents' preferences and the final Council decisions, it became clear that while a fast response was desirable, the time taken to get a neighborhood consensus with technical guidance, was also useful in the long run.

Staff proceeded to use the holistic approach for a number of neighborhood traffic calming inquiries in the following months, including:

On July 10, 2018 the City Council reviewed traffic calming along the Ford Avenue corridor between Aviation Blvd. and Artesia Blvd. Implementation of the immediate improvements were completed in August 2019. Installation of temporary bulbouts was not done, due to unsuccessful similar temporary installations. Staff is considering other approaches to temporary installations.

On October 16, 2018 the City Council considered traffic calming improvements along the 500-600 blocks of Paulina Ave. and the 700-800 blocks of Maria Ave. which was revisited on December 18, 2018 to discuss a temporary bulbout at the north end of Maria Ave. These improvements were mostly implemented in March 2019. A review of effectiveness of the temporary bulbout on reduction of speeds and volume was presented to City Council in December 2019 resulting in approval of installation of a permanent bulbout and inbound turn restriction. Installation of the final "porkchop" raised island to prohibit inbound traffic from Anita and shorten the pedestrian crossing across Maria was completed last month, with final striping being added this month.

On December 18, 2018, the City Council also considered traffic calming improvements along the Inglewood corridor and neighborhood between 190th Street and 182nd Street. Turn restriction signs on Inglewood Avenue at Ripley Avenue and 182nd Street were installed in January 2020. Other identified sign installations await completion. A work order has been initiated for these.

Temporary traffic circles were installed in September 2019 and removed at the direction of City Council in August 2020 after the trial period concluded, data collection was completed, and resident input was received. At the direction of City Council, all way stops were installed in their place. On May 18, 2021, the City Council approved plans and specifications for installation of speed cushions along the 2700 blocks of Ralston, Fisk and Armour Lanes as a follow up item to the Inglewood corridor item. Installation of these was completed in October 2021.

On December 3, 2019, the City Council considered traffic calming improvements along the Emerald St. corridor between Prospect Ave. and PCH. These improvements include temporary mini traffic circles (which may need reconsideration given the aversion to temporary installations), 16 to 24 permanent bulbouts, two radar feedback signs as well as striping and signage. Work will begin on

this corridor when the temporary mini-traffic circle reconsideration is addressed. Staff needs to initiate a conversation with the district Council Member.

On March 17, 2020, the City Council considered traffic calming improvements along the Beryl St. corridor between Prospect Ave. and Catalina Ave. On July 6, 2021, the City Council considered additional improvements along the Beryl St. corridor between PCH. and Catalina Ave. based on new requests following implementation of the earlier Beryl St. corridor item. Three intersections, at N. Broadway, N. Elena, and N. Francisca, respectively, were upgraded to all-way stops in October 2021. Additional improvements (lane alignment, striping) will be installed with upcoming road resurfacing projects in FY2022-23.

On March 17, 2020, the City Council also considered traffic calming improvements in the Dow Avenue and Johnston Avenue neighborhood, bounded by Manhattan Beach Boulevard to the north, Vail Avenue to the west, Inglewood Avenue to the east and Robinson Street to the south. Implementation of these improvements began last month and will continue through summer of 2022. The proposed median installation on Beland, will require additional time for design and construction.

On April 19, 2022, the City Council considered traffic calming and pedestrian mobility in the Riviera Village commercial area. Approved recommendations include installation of a raised mid-block pedestrian crossing, in-pavement flashing lights at the mid-block crossing on Avenue I, an all-way stop, enhanced crosswalks, and permanent bulbouts at a number of intersections on Catalina Ave. The bulbout at S. Catalina Avenue and S. Elena Avenue was installed last month as part of a previously initiated effort.

The above list of projects document staff's implementation of the recommendation to institute a more holistic approach to neighborhood traffic calming. While not perfect, and not always fast, it has provided opportunity for neighborhood input and in some cases an iterative approach based on resident desires and technical recommendations.

The topic of traffic calming acceleration was raised again with the Public Works Commission at their recent March meeting (March 28, 2022). While no "blockbuster" improvements in the process were identified, the Commissioners emphasized the need for increased flexibility and more contemporaneous (less linear) activities in the process.

Over the last several years, the City Council has regularly appropriated funding to the Traffic Calming program. Over the last three years, \$756,000 has been appropriated, in addition to carryover funding of \$547,079 that was approved at the beginning of the three-year period. Since then, approximately \$614,507 has been encumbered and/or spent, leaving an available "cash balance" of \$688,572 in the program. However, a significant portion of these funds are spoken for in elements that have been approved by City Council but as yet have not been executed. These pending improvements include approximately 56 bulb-out locations, 20 radar feedback signs, on-call traffic engineering services, one in-pavement flashing light mid-block crossing enhancement, two elevated pedestrian crossings / speed tables, and several additional elements. Staff is proposing an additional appropriation to the Traffic Calming program in the FY 2022-23 CIP Budget to cover pending items and to provide resources for other upcoming projects. The attachment includes a summary of appropriations and expenditures over the three-year period. The table does not include staff time, which can be a significant part of the traffic calming implementation process.

Staff has identified the need to more accurately estimate and capture the costs for traffic calming improvements. Materials and construction costs are constantly changing, sometimes dramatically, which makes estimating costs more difficult during the planning phase for traffic calming elements that may be implemented a year or two afterwards. Staff will seek assistance from available on-call resources to help more accurately predict future costs.

All-Way Stop Control - Process Changes

Through this review, staff has found opportunities to improve and shorten the City's traffic calming process to bring items to City Council for decision. For instance, under current policy, the request for an all-way stop requires that the requesting resident circulate a petition among neighbors within 150 feet of the subject intersection and receive signatures in support from at least two-thirds (66%) of those residents. (Staff provides the addresses of potential signors.) This process often drags on, as attempts to catch residents at home can be difficult, and was made even more difficult as a result of pandemic related social distancing requirements.

In recognition of this concern, during the pandemic, staff sent letters to each address within 150 feet requesting consideration of the all way stop and provided an opportunity to provide a signature of support (one per address) that could be returned by mail, email, or dropped off at City Hall. This saved the requesting resident time by reaching all potential signors at once, rather than through door to door efforts, and saved staff time in eliminating the need to verify signatures with qualified residences.

In the past the neighbor to neighbor petition process took 12 to 18 weeks to complete. Staff believes the mailed notice approach by City staff can get a good idea of neighborhood support within four (4) weeks. Residents may still advocate for the request by encouraging their neighbors to return the notice, and even provide replacement copies to neighbors in case the City notice was not seen or kept when delivered by mail. The attachments include a proposed flow chart that communicates the proposed process and estimated timelines for an all way stop request.

Staff's recommendation is to eliminate the resident driven stop sign request petition process and instead implement a City directed neighborhood survey that accelerates community feedback and allows for a more expeditious scheduling of the stop sign request before the Public Works Commission and City Council.

Among the ongoing traffic calming requests, staff is currently working on about fourteen (14) all-way stop requests. Of these, five have gone through the City initiated petition process with none returning the 66% positive response rate to carry them forward on the grounds of broad community support. However, one of these five, Ruhland and Felton, is scheduled for the May 23, 2022 Public Works Commission meeting due to staff's safety review of data collected. Notices are pending for the remaining nine (9) locations, with results due four (4) weeks after the mailing. Staff has completed the safety review for each of the others, and found no reason on the history of correctable crashes to move any of the requests forward. A list of the fourteen (14) intersections currently under AWS consideration is included in the attachments.

In addition to shortening timelines for bringing a request to the City Council for a decision, staff is working to be more efficient in managing the request process and implementing the solutions. Staff is improving its traffic request tracking system to be more accessible and helpful to employees and to

be better able to respond to status requests and other reports from the public and City leadership. The software has the ability to generate automated reminders to staff regarding next steps, and to provide dashboard type display of metrics that identify areas of strength and subjects for improvement. An “open ticket report” will provide insight into where a request is on its timeline and in the current workplan. We are targeting a rollout in July 2022 and welcome suggestions to meet the need for transparency. Staff is also upgrading software to acquire and analyze traffic collision data, making the initial review of potential conflict locations less cumbersome and more thorough.

Staff is in the process of implementing software that will help track traffic calming requests and provide an “open ticket” status report for both internal and external customer review.

Alternative Traffic Calming Measures - Process Changes

Traffic calming (referring to the more precise definition) requests are more complex than all- way stop requests because the optimal improvement package is harder to identify. More often, only the problem is well defined. In these cases, rather than reacting to a request for a specific improvement that may not be appropriate or feasible to install, staff has been practicing an approach that attempts to understand the problem, through discussions with residents, that residents are experiencing, determine levels of support from neighbors and any technical resources, consider the impacts to the neighborhood and work collaboratively with interested residents to identify potential solutions. These potential solutions would then be carried forward for more formal community input through district meetings, the Public Works Commission and ultimately City Council.

Lessons learned from the past few years point to consideration of installing improvements in their final form, rather than administering a trial period using temporary measures. Of note, all of the mini traffic circles that have been placed for a trial period in the last few years were later removed in the wake of resident concerns. These concerns more often had to do with the appearance or functionality of the temporary installation, rather than its effectiveness of the traffic calming device. For instance, all of the installed temporary traffic circles effectively reduced vehicle speeds (that is, calmed traffic), but were opposed due to their unsightly appearance, confusion of pedestrian crossing patterns, or some other item not addressed at installation due to the temporary nature of the facility. Like the all way stop request, staff has developed a draft flow chart to communicate in broad terms the process and expected timelines of a traffic calming request. This is included in the attachments.

Staff’s recommendation is to eliminate pilot installations of proposed traffic calming improvements that have been widely discussed and approved and instead implement attractive more permanent construction solutions.

The current vacancy in the Transportation Engineer position, aka the “City Traffic Engineer”, provides an opportunity to improve our systems and approach. Recruitment to fill the vacancy will begin promptly after approval of the revised job specification, which is also on the agenda. Selection of the best candidate will be based not only on technical abilities but also on an understanding of the need to be responsive and accountable to the needs of the City and its residents. Until the position is filled existing staff are working to draw down the existing backlog of requests and to stay current on incoming requests. More complex traffic analyses and other duties of the City Traffic Engineer are being forwarded to an on-call consultant Traffic Engineer. A recently filled vacancy in Engineering Services Division has provided help to carry some of the Transportation Engineer’s CIP project management load. Other projects in the Transportation Engineer’s portfolio are being borne by other

project managers in the Division or by consultants. The need for qualified and sufficient staffing in the Engineering Service Division continues to deserve the full attention of City leadership. The ability for the Transportation Engineer and his/her team to remain focused on traffic matters and traffic related improvements will continue to provide the best traffic engineering service to the residents and visitors of Redondo Beach.

Traffic calming continues to be a mixture of “art and science” and will foreseeably require involvement of interested neighborhood stakeholders, policy makers and technical guidance. The current holistic approach to traffic calming seems to be an improvement to the former prescriptive and deliberate method. However, there is room for continued improvement. Staff has identified areas of improvement related to tracking requests, implementing approved solutions and giving insight into progress being made. Staff welcomes additional comments, suggestions and concerns, in order to better serve the motorists, cyclists and pedestrians using the public right of way in the City.

COORDINATION

This report was coordinated by the Public Works Department with input from the Public Works Commission.

FISCAL IMPACT

There is no fiscal impact from the improvements to traffic calming processes suggested in the report. The work to address traffic calming requests is included in the operating budget of the Public Works Department.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

Traffic Calming CIP 3-Year Tracking List
DRAFT Flowchart - All-way Stop Requests
DRAFT Flowchart - Traffic Calming Requests
List of Active All-way Stop Requests

Traffic Calming CIP Job No. 40470- 3 Year Tracker

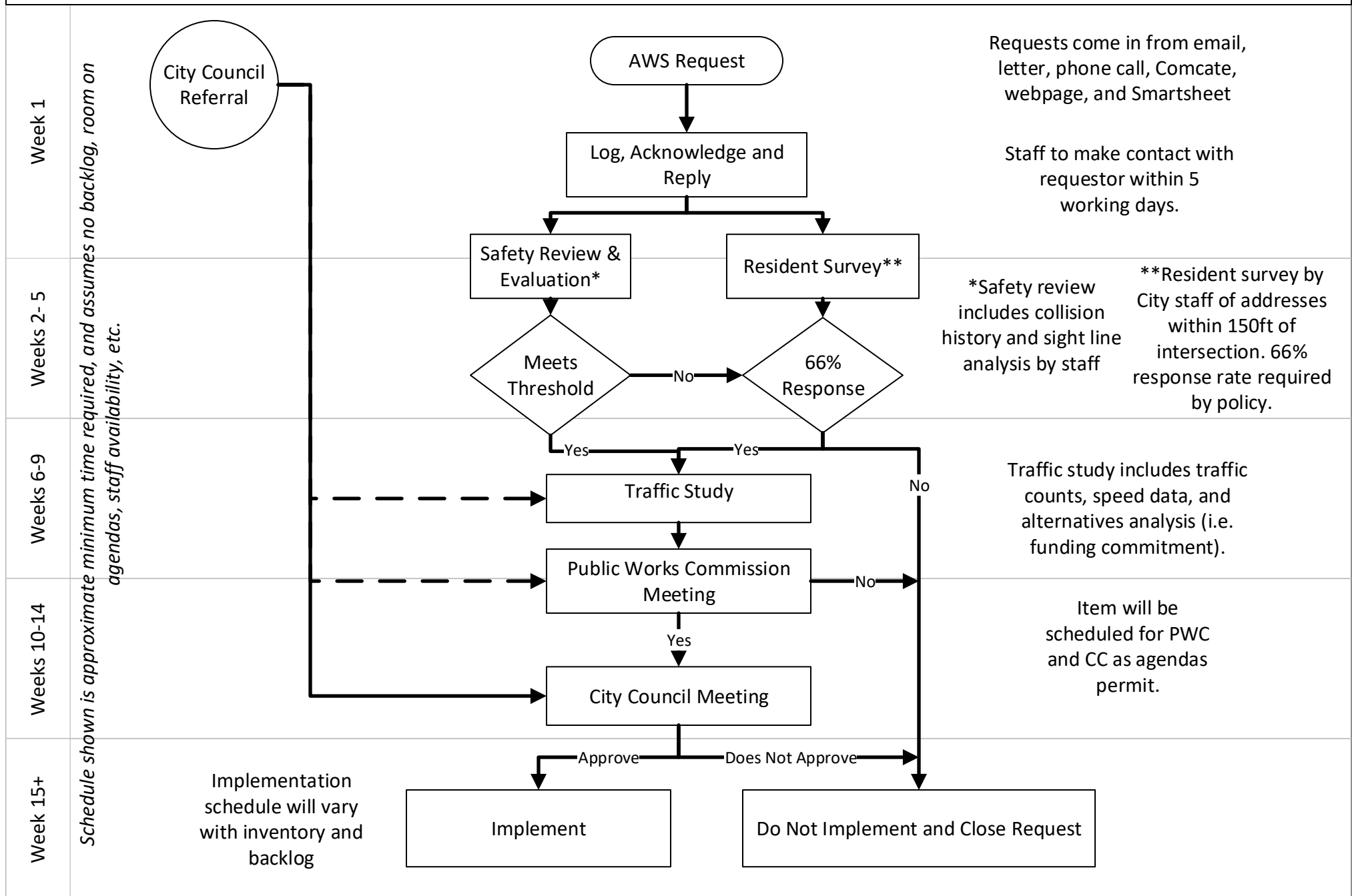
Fiscal Year	3-Year Appropriation (includes initial Carryover)	Outstanding Encumbrances	Expenditures	Vendor	Project Details	Specific Project
Previous Year's Carryover	\$ 547,079					
FY 19-20 Budget Adoption	\$ 100,000		\$ 12,821	Nextech Systems, Inc	LED-Enhanced Ped Crossing Solar System	Flagler/Agate and Flagler/Amethyst
			\$ 11,826	Nextech Systems, Inc	Pedestrian Actuated Yellow Beams	Torrance/Broadway and Redondo Ave/Santa Fe
			\$ 62,594	Tapco	LED Embedded Stop Signs	City wide installation
			\$ 25,225	Excel Paving Company	Inglewood/Flagler Resurfacing Project	Pedestrian Crossing Improvements, including a bulbout at Flagler/Amethyst
			\$ 651	Roadline Products Inc, Usa	Safehit post with white HIP reflective tape	City wide installation
			\$ 24,244	KOA Corporation	Traffic Engineering Design Services	Traffic Signal improvements at Yacht Club Way/Harbor Dr., Francisca/Torrance Blvd. and Broadway/Sapphire/Gudalupe in support of safer crossings.
			\$ 1,599	Hi-Way Safety, Inc.	Roundabout and New Pattern Ahead Signs	temp mini traffic circle locations
			\$ 5,436	Rubberform Recycled Products, Llc	Rubberized Traffic Curbing	temp mini traffic circle locations
FY 20-21 Budget Adoption	\$ 240,000					
			\$ 3,045	KOA Corporation	Traffic Engineering Design Services	Traffic Signal improvements at Yacht Club Way and Harbor Dr. in support of safer crossings.
			\$ 31,740	Nextech Systems, Inc	Speed Signs Solar LED	City wide installation
			\$ 9,532	Tapco	Radar Feedback Solar Signs	City wide installation
			\$ 2,600	Denn Engineers	On-Call-CO#6	Site Survey of Maria Ave and Anita Street
FY 21-22 Budget Adoption	\$ -					
		\$ 4,120		Onward Engineering	Traffic Engineering Design Services	Riviera Village Pedestrian Improvements (Catalina Ave/Elena Ave Bulb out)
FY21-22 Mid-Year Appropriation	\$ 416,000	\$ 32,832		Traffic Logix	Radar Feedback Signs	City wide installation

Traffic Calming CIP Job No. 40470- 3 Year Tracker

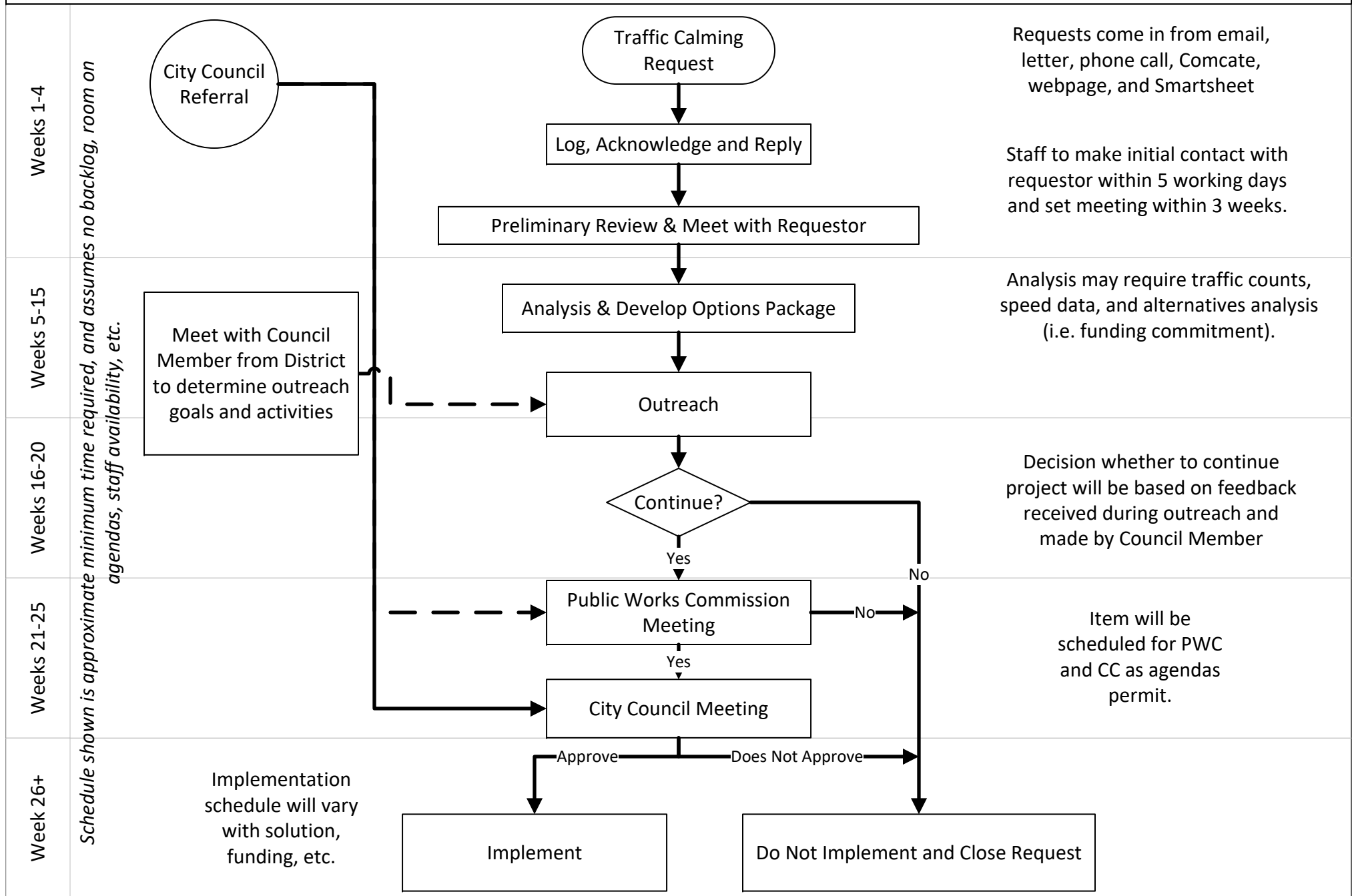
Fiscal Year	3-Year Appropriation (includes initial Carryover)	Outstanding Encumbrances	Expenditures	Vendor	Project Details	Specific Project
		\$ 10,766		CJ Concrete Construction Inc.	Citywide Curb Ramp Improvements	CIP Job. 40399- Citywide Curb Ramp Improvements - Robinson and Phelan bulb out
		\$ 44,959		KOA Corporation	Traffic Engineering Design Services	Traffic Signal improvements at Yacht Club Way/Harbor Dr., Francisca/Torrance Blvd. and Broadway/Sapphire/Gudalupe in support of safer crossings.
			\$ 57,220	KOA Corporation	Traffic Engineering Design Services	Traffic Signal improvements at Yacht Club Way/Harbor Dr., Francisca/Torrance Blvd. and Broadway/Sapphire/Gudalupe in support of safer crossings.
			\$ 149,234	CJ Concrete Construction Inc.	Citywide Curb Ramp Improvements	CIP Job. 40399- Citywide Curb Ramp Improvements at Anita/Maria, Camino Real/Knob hill, South Elena/Catalina, MBB/Vail, and MBB/Dow
			\$ 5,877	National Data & Surveying Services	14HR TMC W/STOP ANALYSIS	Firmona Ave at Fisk Lane/Spreckels Ln/Armour Ln
			\$ 118,187	Excel Paving Company	Traffic Calming Installation	Armour Ln/Fisk Ln/Ralston Ln Speed Cushion
Total		\$ 1,303,079	\$ 92,677	\$ 521,830		
Total Available*		\$ 688,572				

* Appropriation and Carryover less Encumbrances and Expenditures

AWS Request Flow Chart – DRAFT, for discussion purposes



Traffic Calming Request Flow Chart – **DRAFT, for discussion purposes**



Active AWS Requests
May 2022

	Intersection	Date Requested	Mailers sent?	Date mailers sent	Returned/Sent (Response rate)	Reported Correctable Crashes 2018-2022
1	Emerald and Helberta	8/18/2019	Pending	5/16/22		1
2	Spencer and Juanita	6/22/2020	Yes	11/22/21	2/22 (9%)	0
3	Rindge and Ruhland	10/16/2020	Pending	5/16/22		1
4	Marshallfield and Stanford	11/20/2020	Yes	2/9/2022	6/26 (23%)	0
5	Clark and Steinhart	3/29/2021	Yes	11/22/21	2/42 (5%)	0
6	Ruhland and Felton	11/12/2021	Yes	11/22/21	14/42 (33%)	5
7	Felton and Huntington	3/30/2022	Pending	5/16/22		0
8	Ormond and Wollacott	3/15/2022	Pending	5/16/22		0
9	Blossom Ln and Huntington Ln	3/15/2022	Pending	5/16/22		0
10	Huntington Ln and Rindge Ln	3/15/2022	Pending	5/16/22		0
11	Perkins and Mathews	3/15/2022	Pending	5/16/22		1
12	Mathews and Felton	3/15/2022	Pending	5/16/22		1
13	Ave. Del Norte and Via El Prado	4/19/22	Pending	5/16/22		See Note 1.
14	Avenue A and Catalina	Unknown	Yes	11/22/21	11/50 (22%)	1

Note 1 - This intersection was proposed by staff and authorized by City Council due to sight line concerns. Notification of installation will be sent, rather than petition for support.

Current policy supports advancing the request to the Public Works Commission when triggered by a resident response rate greater than 66% or resulting from staff safety evaluation. Safety evaluation includes reviewing number of correctable traffic collisions (“crashes”) in recent history and investigating sufficiency of line of sight in the field.