

**CITY OF REDONDO BEACH
PUBLIC WORKS COMMISSION AGENDA
Monday, June 27, 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.**

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

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- 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

the relevant agenda item. lauren.sablan@redondo.org

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. [CALWATER PRESENTATION ON WATER RESTRICTIONS, CONSERVATION TIPS, AND WATER PROGRAMS](#)

J.2. [EXTENSION OF RED CURB ON 1900 BLOCK OF S. PROSPECT AVE.](#)

J.3. [DISCUSSION OF PUBLIC WORKS COMMISSION APPROVED PROJECTS- STATUS UPDATES](#)

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 July 25, 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 # PW22-4416

Meeting Date: 6/27/2022

TITLE
BLUE FOLDER



Administrative Report

F.1., File # PW22-4417

Meeting Date: 6/27/2022

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 June 27, 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: June 23, 2022 at 5:00 pm
(date) (hour)

Posted at: DOOR "1" BULLETIN BOARD

and at CITY CLERK'S OFFICE

Sara Russo, Analyst

6/23/2022
Date



Administrative Report

F.2., File # PW22-4419

Meeting Date: 6/27/2022

TITLE
MEETING MINUTES

**MINUTES OF THE
REDONDO BEACH PUBLIC WORKS COMMISSION MEETING
APRIL 25, 2022**

A. MEETING CALL TO ORDER

A virtual regular meeting of the City of Redondo Beach Public Works Commission was called to order at an uncalled time.

B. ROLL CALL

Commissioners Present: Bajaj, Glass, Arata, Funabashi, Vice Chair Minne, Chair Simpson

Commissions Absent: Garcia

Officials Present: Ted Semaan, Public Works Director
Andrew Winje, City Engineer
Lauren Sablan, Civil Engineer
Jennifer Paul, Finance Director

C. SALUTE TO THE FLAG

Chair Simpson led in the Salute to the Flag.

D. APPROVE ORDER OF AGENDA

Motion by Commissioner Arata, second by Commissioner Funabashi to approve the order of agenda. Motion carried unanimously, by roll call vote.

AYES: Bajaj, Glass, Arata, Funabashi, Vice Chair Minne, Chair Simpson

NOES: None

ABSENT: Garcia

E. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS

E.1. BLUE FOLDER ITEMS

Motion by Commissioner Glass, seconded by Commissioner Funabashi. Motion carried unanimously, by roll call vote.

AYES: Bajaj, Glass, Arata, Funabashi, Vice Chair Minne, Chair Simpson

NOES: None

ABSENT: Garcia

F. CONSENT CALENDAR

MINUTES – PUBLIC WORKS COMMISSION
MONDAY, APRIL 25, 2022

F.1. AFFIDAVIT OF POSTING

Motion by Commissioner Minne, second by Commissioner Funabashi to approve the consent calendar. Motion carried unanimously, by roll call vote.

AYES: Bajaj, Glass, Arata, Funabashi, Vice Chair Minne, Chair Simpson

NOES: None

ABSENT: Garcia

F.2. EXCLUDED CONSENT CALENDAR ITEMS

G. MEETING MINUTES

H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

H.1. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None

SPECIAL JOINT MEETING OF THE PUBLIC WORKS AND BUDGET & FINANCE COMMISSION

I. RECESS TO A SPECIAL JOINT MEETING OF THE PUBLIC WORKS COMMISSION AND BUDGET & FINANCE COMMISSION

J. CALL TO ORDER

A virtual regular meeting of the City of Redondo Beach Public Works and Budget and Finance Commission was called to order at an uncalled time.

K. ROLL CALL

Public Works Commissioners Present: Bajaj, Glass, Arata, Funabashi, Vice Chair Minne, Chair Simpson

Finance Commissioners Present: Jeste, Solomon, Conroy, Samples, Woodham, Johnson, Marin

Commissions Absent: Garcia

Officials Present: Ted Semaan, Public Works Director
Andrew Winje, City Engineer
Lauren Saunders, Civil Engineer
Jennifer Paul, Finance Director

K.1. ELECTION OF TEMPORARY CHAIRPERSON FOR JOINT SESSION

MINUTES – PUBLIC WORKS COMMISSION
MONDAY, APRIL 25, 2022

Commissioner Woodham nominated Chairperson Simpson to be chair of the joint session. Motion by Commissioner Woodham, seconded by Conroy. Motion carried unanimously, by roll call vote.

AYES: Bajaj, Glass, Arata, Funabashi, Vice Chair Minne, Jeste, Solomon, Conroy, Samples, Woodham, Johnson, Marin Chair Simpson

NOES: None

ABSENT: Garcia

L. ITEMS FOR DISCUSSION PRIOR TO ACTION

L.1. DISCUSSION REGARDING THE PROPOSED 2022-23 FY FUNDING FOR CAPITAL IMPROVEMENT PROJECTS

- Ted Seeman started the presentation.
- Draft Five-Year Capital Improvement Program 2022-2027
- Jesse Reyes, Senior Management Analyst, reviewed the City Infrastructure impacts.
 - Maintaining quality of life for residents
 - Promoting health and safety
 - Good infrastructure increases economic development to make the city a more desirable place to live
 - Limiting the City's liability such as uplift sidewalks
- FY 2021-22 CIP Highlights, Andrew Winje, City Engineer, led this slide
 - Finished Phase 2 of Citywide Slurry Seal Project
 - City Council Chamber Improvements completed early in this fiscal year
 - Morrell House Roof Replacement
 - Traffic Calming
- Current CIP Projects in Construction
 - Transit Center, new building and new traffic lights
 - Inglewood/Manhattan Beach Blvd intersection improvements
 - Pier Area improvement
 - Pad 10 and Perry Park skatepark installation
 - Beryl Street resurfacing and drain improvements
 - Harbor patrol docks
- Current CIP Project in Design
 - Residential rehabilitation project
 - Manhattan Beach Blvd. resurfacing
 - Torrance Blvd. resurfacing
 - Dominguez Park, playground replacement, slope stabilization and drain improvements
 - Yacht Club way pump
- Bicycle Transportation Implementation Plan
 - Approval by Cal Trans needed

- Next Steps
 - Feedback will be going to the City Manager and then to City Council.
 - City Council by May 16th
 - Proposed Budget Review with Budget and Finance Commission
- Evaluation Criteria
 - Pandemic resulted in needed changes
 - Hybrid program after return
 - State and Federal requirements
 - High priority to implement a strategic plan
 - Continuous movement on existing projects, ask for funding for conceptual design
 - The plan is to support economic development
 - Yes, will result in future operating savings
 - Some projects have grant funding, the City does a 30 percent match.
- Estimated FY 21-22 CIP Carryover Funding
 - Appropriated to specific projects but has not been encumberment or expense, could be caused by delays
 - Jesse Reyes discussed the list of projects that consist of Carryover funding
- Draft FY 22-23 CIP Funding
- Discussed the list of projects listed for CIP funding

Commissioner Samples commented on CIP Carryover Funding, he asked to staff to explain what has not been done and needs to be done. Jesse Reyes, City has been awarded several grants, money that has been appropriated last fiscal year has not been spent, design has been done but not construction. Commissioner Samples asked reason of delays. Ted Semaan, spoke on a project that is not yet completed and until the project has been completed then it will show as a carryover. Several projects are in design, certain projects are held up because the designs need further assessments before go into construction.

Commissioner Solomon, asked staff if any of the funding has a timeline and will some of the money be taken back? Andrew Winje, bicycle project is 10 years old and there has been pressure to complete and other projects staff is watching very closely or may ask for extension. For CIP Funding, staff did not specify where the funding of the projects are coming from and ask for the source of the funding. Commissioner Solomon replied, if the funds will not be appropriated now, the fund may be lost. Commissioner Solomon asked another question about the subtext of the projects and specifications of the funding sources. Jesse Reyes replied, estimated revenue projections but since the presentation already has so much information, it was not included. Ted Semaan added, there will be more slides with information of funding sources.

Commissioner Conroy, was there is a list of CIP Projects given prior to the meeting? Ted Semaan, the Commissions are seeing this for the first time because this has been a work in progress. Commissioner Conroy, commented on the Slurry Coast that has been going on for approximately 2 years, how many phases does this project have? Andrew Winje, staff is in phase 2 of Slurry, there is a 2030 window that Council will review. There is a 5 – 7 intervals after the streets has been paved and there is a 3-year plan for residential areas. Commissioner Conroy, is

there a block of time that the public can see their street will going to be this treatment. Andrew Winje, there are signs posted to notify the public of any treatments. Commissioner Conroy, was there a delay in the restoration replacement project? Andrew Winje, City groups were only working on this project part time and was not moving fast enough. Commissioner Conroy asked if the project will be completed in FY22-23? Andrew Winje and Lauren Sablan confirmed 156 working days after it is awarded.

Commissioner Woodham, asked how much money is coming from federal and state funding, how much money do we need, needs more information before making an action plan. Jesse Reyes, confirmed that more information will be given in another presentation. Ted Semaan added, that more information will be provided in the rest of the presentation.

Chair Simpson asked for confirmation that the report will not return for Public Works Commission's input, Ted Semaan confirmed that is true.

Commissioner Jeste, how much of the funding will be allocated to health and safety, how much is mandated for economic development. Ted Semaan replied, the projects are interrelated, the CIP involve health and safety.

Jesse Reyes, Senior Management Analyst continued the presentation:

- Sewer Improvement Projects
 - New CIP Projects – Requirements for a camera for inspections of the sanitary sewer system, \$1 million.
 - Additional Funding to existing projects – Construction phase for both Portofino Way Sewer Pump Station and Yacht Club Way Sewer Pump for a total of \$5,740,814. Waste water funds.
- Drainage Improvement Projects
 - Andrew Winje, City Engineer, led the slide
 - New CIP Projects – Worked with Beach Cities for the Fulton Playfield Infiltration Project \$4,500,000
 - Additional Funding for Existing Projects – Improving drainage project \$200,000, not enough money to improve all of the drainage systems. EWMP (Enhance Water Management Project) Implementation, an ongoing project, storm water quality program \$412,000
- Street Improvement Projects
 - Artesia Blvd Intersection, such as Ridge, safety improvements, \$200,000
 - Artesia Blvd Improvements (Traffic Signal Head Replacement), \$30,000
 - Bicycle Transportation Plan Implementation, 10% of the return money to this project and start the conceptual design. \$85,000
 - Citywide Curb Ramp Project, ongoing, funded by Community Development Block Grant \$208,439
 - Citywide Slurry Seal Program \$511,370
 - Citywide Striping, new this year, lane lines and center lines, \$400,000

- Citywide Traffic Signal Upgrades, painting, changing for aesthetic reasons – Prospect Ave Corridor \$50,000
- Dow/Johnston TC and Vail Ave Bikeway \$400,000, civil improvements
- Green Street Improvements \$213,000, installing storm drain system
- Kingsdale Resurfacing – 182nd to Grant \$1,100,000
- Manhattan Beach Street Resurfacing \$700,000, Prop C money
- Residential Street Rehabilitation \$1,000,000
- Sidewalk Improvements and Repair \$50,000
- Torrance Blvd Resurfacing \$1,000,000
- Traffic Calming \$450,000
- Waterfront Improvement Projects
 - Resurface assault on International Boardwalk, protect utilities, \$500,000
 - Pier Parking Structure Security/ Parking Space Counter, \$1,600,000
 - Master planning for Sea Level rise, prepare preliminary phase, \$250,000
 - Waterfront Education Center Pre-Design \$75,000
 - Pier Parking Structure, consultant review needed repairs \$4,350,380
 - Projects are funded by Unallocated general fund balance
 - Commissioner Solomon raised a question, will an amount over \$250,000 need approval from the State and Commission if it comes out of the general fund?
 - Andrew Winje responded, yes, approval is still needed.
 - Harbor Dredging Construction, waiting on permit \$2,200,000, cannot get the bid until permit is obtained.
 - Annual program, pier deck and piling structure replacement/repair \$200,000
 - Pier restroom improvements \$250,000
 - Waterfront department has brought up Redondo Beach Marina parking lot pay stations \$100,000
 - Relocation of boat launch \$250,000
 - Grant fund from Department of Boating and Waterways for reconstruction of Seaside Lagoon \$10,000,000
 - Ted Semaan, describe the funding for the Seaside Lagoon and parking structure projects.
 - Commissioner Conroy commented additional funds are required to finish the Waterfront Improvement Projects. Andrew Winje replied, the projects consist of new appropriations. Commissioner Conroy requested to see the new appropriated funds and then see the total amount to review the possible percent increase. Andrew Winje replied, 5-year CIP model identifies funding for a project over the years.
 - Commissioner Johnson raised a question to staff in reference to the funding, what is staff asking from the Commissions and what should they make of the information?
 - Commissioner Samples commented, that based on the information that is presented, it is unclear what information is new or an add on and what has been spent.

- Park Improvement Projects
 - Dominguez Park Play Equipment \$500,000, COVID put a delay on the project
 - Skatepark improvements \$30,000
- Public Facility Improvement Projects
 - Ted Semaan led this slide.
 - 200 N PCH meter separation, part of school district property and communication with the school district has been made, split cost between the City and the school district, \$100,000
 - Fire Department state 1 window replacement, better coverage with the new windows \$50,000
 - Fire stations and City Hall parking lot security design, improvement of the security weeks prior, \$50,000
 - Police Department pier sub-station improvements inside and outside of the facility \$250,000
 - Andrew Winje continued the presentation.
 - City Park and facility parking lot resurfacing, designated Dominguez Park Parking lot \$50,000
 - Civic Center Safety improvements, annual amount \$100,000
 - Police Department shooting range, money set aside for construction funding \$750,000
 - Police station improvements, annual funding \$150,000
 - RBTB Broadcast, Peg fees, specific funding for RBTB, also used for the Council Chambers \$190,000
 - Transits Fleet Operations Center \$40,465
 - Veterans Park Historic Library improvements, window, roof, and elevator repairs \$250,000
 - EV charging infrastructure \$50,000
 - New CIP project: City Monument sign replacement, 2 other markers to be replaced, funded through self-insurance fund, City will put a claim to pay for projects \$100,00
- This concludes the presentation.

Commissioner Woodham raised a question of how much of the general fund was used in Fiscal Year 2021 and what is expected to be spent this year and next year? Ted Semaan replied, next year spending is the projects that were identified in the presentation, 30 percent increase in construction cost. Jesse Reyes will collect the information and bring it back to the Commission.

Commissioner Solomon where will there be a break point and what will improve the process so there will not be an increase cost in materials? Andrew Winje replied, project deliveries, efficiencies, and inefficiencies were discussed at the last Public Works Commission meeting and discussion how to improve the system. If Charter Committee is formed, purchasing attorney, skips the bidding process, and there are complexities in the differences of maintenance and repairs. Anything to improve or shorten the timeline, is encouraged.

Commissioner Minne commented, there is not a clear strategic plan to obtain grant funding, recommendation to develop a strategic plan on how to receive grant funds from federal and state levels for multiple different projects. Ted Semaan replied, the Strategic Plan does include a grant firm to help the department collect funding.

Commissioner Garcia is now present. Has requested history of funding.

Commissioner Samples raised a question regarding general funding, there is no clear endpoint or budget. Suggested a report of what was spent. Ted Semaan replied, identify the levels of improvements, and receive a sense of direction from City Council.

Chair Simpson commented, there were no comparative features that was presented in the past and is unsure of what staff needs from the Commission. Ted Semaan replied, looking for support, input, or receive and file from the Commission.

Commissioner Woodham suggested to present the information in the following way for each project: current cost estimate of what has been spent so far and planning of what is expected to be spent in the next 3 to 5 years. There is not enough funding for all the projects.

Commissioner Solomon commented, there was no mention of Wilderness Park. Was there a reason of the split in financials between the City and the school district for the meters? Ted Semaan replied, the agreement between the school district and the City was to split the meter, cost and energy. Mike Klein has been in contact with Edison to ensure the split of the meter. Cost benefit analyst of installing pay stations. Andrew Winje, Waterfront Department has information on the cost benefit analyst but the project should be successful. Was the \$250,000 for the boat ramp for a study placement? Andrew Winje replied, proceed the preliminary design and the amount should cover design.

Commissioner Woodham raised a question, how many charging stations has the City built and how are people being charged? Jesse Reyes replied, 9 fuel port stations have been installed in the City and it is credit card connected. Chair Simpson commented that Hermosa Beach has free charging stations, how was the charge set? Jesse Reyes replied that the 30 cent an hour charge is compared to the surrounding cities.

Commissioner Johnson commented, streets and parking should not be impeded for development of bike lanes.

Jim Hannon commented, there is no infrastructure for a large community of active transportation.

There is no other public participation at that time.

Motion by Commissioner Glass, seconded by Commissioner Garcia to receive and file Item L.1.

AYES: Bajaj, Glass, Arata, Funabashi, Minne, Jeste, Solomon,
Samples, Woodham, Marin, Garcia, and Chair Simpson

NOES: Conroy

ABSTAIN: Johnson

M. ADJORN JOINT MEETING OF THE PUBLIC WORKS COMMISSION AND BUDGET AND FINANCE COMMISSION

Motion by Commissioner Solomon, seconded by Commissioner Conroy to adjourn the joint meeting. Here being no further business to come before the Commission, Chair Simpson adjourned the meeting.

AYES: Bajaj, Glass, Arata, Funabashi, Minne, Jeste, Solomon,
Samples, Woodham, Marin, Garcia, Conroy and Chair Simpson

NOES: None

N. RECONVENE REGULAR MEETING OF THE PUBLIC WORKS COMMISSION

O. ROLL CALL

Commissioners Present: Bajaj, Glass, Garcia, , Arata, Funabashi, Vice Chair Minne, and Chair Simpson

Commissions Absent: None

Officials Present: Ted Semaan, Public Works Director
Andrew Winje, City Engineer
Mike Witzansky, City Manager
Lauren Sablan, Engineer

P. ITEMS CONTINUED FROM PREVIOUS AGENDAS

None

Q. DISCUSSION AND POSSIBLE ACTION ON RECOMMENDATIONS TO THE CITY MANAGER FOR THE UPCOMING FISCAL YEAR 2022-2023 BUDGET

Mike Witzansky, City Manager, looking forward to the Commission's input on the budget for May 16th offer.

Vice Chair Minne commented, going after more grants by spending operational budget and relieve some pressure from the general fund. Suggested a portal on the City website for the public to check the status of the projects in the City. Mike Witzansky replied, assistance of grant searching is in the plan.

Chair Simpson raised a question, how will the revenue projections be in the coming year. Mike Witzansky replied, revenue is going to be strong next year, sales tax, hotel tax has not recovered, short of \$3 million but should be recovered by 2024.

Commissioner Funabashi requested, a running balance of the budget may be helpful when deciding the components of different projects. Mike Witzsanky replied, a most up to date status report of the budget can be made.

Commissioner Arata raised a question, has the lack of staff lengthen the process on any of these projects? Mike Witzsanky replied, there may be an effect on the quantity of projects and the design work of a project. Commissioner Arata asked, are there benchmarks or comparisons of a timeline for the completion of the projects? Mike Witzsanky, street projects have a metric and compare to the City's peers.

Q.2. PROPOSED BIKE FACILITY IMPROVMENTS ON 1400 BLOCK OF DIAMOND STREET

RECOMMENDATION:

1. RECEIVE AND FILE THIS REPORT

2. PROVIDE INPUT REGARDING PROPOSED ALTERNATIVES FOR BCHD BIKE PATH PROJECT ON 1400 BLOCK OF DIAMOND STREET.

Andrew Winje, began his presentation. Project was proposed by the Beach Cities Health District (BCHD). Alternatives were sent by BCHD, Class III – Sharrows and Class II – Bike Lane.

Jackeline Sun, Director of Well-Being Services from BCHD, introduced her team. Measure M Dollars is funding this project. Bike Coalition preferred the Sharrows option. The Class III option is most preferred option but input from the Commission is welcome. Jackeline Sun opened the floor for questions.

Vice Chair Minne, assume the pedestrian volume is low in that area. Commissioner Bajaj confirmed that high school students are frequent from streets Paris and Redondo. Ryan from BCHD confirmed that the pedestrian volume is low in the Diamond area. Vice Chair Minne prefers the Class III option.

Commissioner Garcia, which of the options is safer? Ryan replied, the safety benefit between the classes is small because the pedestrian volumes are low. Jackeline Sun explained that the Class II option would eliminate parking for residents two sides of the parking. Parking for Class III would save parking.

Commissioner Funabashi raised a question, has anyone contacted the homeowners on the street and will this project be publicized? Jackeline Sun replied the alley is used for pedestrian and cyclist. Andrew Winje replied to Commissioner Funabashi's first question, letters from the City have been sent to the homeowners, notifying them of the project. Jackeline Sun replied, the Bike Coalition spoke to the homeowners.

Commissioner Bajaj commented, supports the option of the Sharrows.

Commissioner Arata asked, how many parking spots are would be lost? Ryan replied, there was no formal count of the parking spots, but it is estimated to be half and this is City right-of-way.

MINUTES – PUBLIC WORKS COMMISSION

MONDAY, APRIL 25, 2022

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Commissioner Glass commented, concerned for safety of pedestrians sharing the path with bikers. Ryan replied, the 8-foot sidewalk for pedestrians will be preserved. The portion of the alley that is in Torrance is under discuss with Torrance.

Public Comments:

Simezy, cyclist and long-standing resident. Safer paths will incentivize people to use the bike path. The bike path will help form a connection with the high school students and other bikers. A greater sense of community can be formed with this path. Class II have two cross overs making it difficult for people to cross the street.

Jim Hannon, 20 year-resident and board member of the Bike Coalition. Small infrastructure can make such a big impact. Safe route for school students and safe route to the beach. Recommends the Commission to choose Sharrows option as well as make sure the traffic sensor is working on Diamond Street. Thank the Commissioners for making the community safer.

Jeffery Gilbert, resident on Diamond Street. BCHD did not contact this person about the Class options. The alley way used by students to get to school. Adult cyclists use it too. Diamond Street does not have much traffic. Police Department uses this alley way. Wish for something to be done with the alley way and BCHD to participate in policing the hillside. It is not necessary to paint bike lines, children do not pay attention to the green light. It is important, at night on Prospect, people are not seen in the crosswalk.

Motion by Commission Funabashi, seconded by Commissioner Bajaj to recommend the Sharrows option with a recommendation a sensitive device to help recognition the bikers.

Ryan confirmed the street will not be paved but the alley way will be paved.

AYES: Bajaj, Glass, Garcia, Funabashi, Vice Chair Minne, and Chair Simpson

NOES: None

ABSTAIN: Arata

R. MEMBER ITEMS AND REFERRALS TO STAFF

Commissioner Garcia: Sent staff a photo of the drainage system on Pearl and Catalina, wanted staff to confirmed they received. Andrew Winje confirmed the receipt of the photo, it is on the list but there is no plan set in place currently.

Commissioner Bajaj: Did staff have the opportunity attend the General Assembly? Ted Semaan, did attend the meeting. Commissioner Bajaj is hoping to receive a notification of the event for the future. Ted Semaan, will confirm that Commissioner will receive notification of said event.

No other referrals to staff were mentioned.

S. ADJOURNMENT

There being no further business to come before the Commission, Commissioner Glass, seconded by Commissioner Funabashi, to adjourn (time was not called), to an in person Regular Public Works Commission meeting on Monday, May 23, 2022 at 7:00 p.m. Motion carried unanimously by roll call vote.

Respectfully submitted,

Ted Semaan

Public Works Director

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

A. CALL MEETING TO ORDER

A meeting of the Public Works Commission was held in Redondo Beach Council Chambers at 415 Diamond Street, Redondo Beach, California and via teleconference and was called to order by Chair Simpson at 7:00 p.m.

B. ROLL CALL

Commissioners Present: Arrata, Bajaj, Garcia, Glass, Vice Chair Minne, Chair Simpson

Commissioners Absent: Funabashi

Officials Present: Ted Semaan, Public Works Director
Andrew Winje, City Engineer

C. SALUTE TO THE FLAG

Commissioner Glass led in the Salute to the Flag.

D. APPROVE ORDER OF AGENDA

Motion by Commissioner Arrata, seconded by Commissioner Glass, to approve the order of the agenda. Hearing no objections, Chair Simpson so ordered.

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

E.1. BLUE FOLDER

F. CONSENT CALENDAR

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

Motion by Commissioner Garcia, seconded by Commissioner Glass, to approve the Consent Calendar, as presented. Hearing no objections, Chair Simpson so ordered.

G. EXCLUDED CONSENT CALENDAR ITEMS - None

H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

I. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None

J. ITEMS FOR DISCUSSION PRIOR TO ACTION

J.1. FELTON LANE AND RUHLAND AVENUE ALL-WAY STOP CONTROLS

City Engineer Andrew Winje narrated a PowerPoint presentation with details of the proposed project; discussed a survey sent to residents within one hundred fifty feet of the subject intersection; addressed results of the survey; spoke about guidance from the Caltrans Manual on Uniform Traffic Control Devices (MUTCD), details of Criteria A through D and other considerations; listed the proposed improvements and provided recommendations.

Discussion followed regarding basing the criteria on collision history and collection of traffic collision data.

Chair Simpson invited public comments.

Doug Thompson (via Zoom) spoke in support of the proposed project; noted there have been several unrecorded accidents in the intersection over the years and reported there was a car that jumped the curb and nearly hit his residence.

There were no other public comments and Chair Simpson closed public comments on this item.

Motion by Commissioner Garcia, seconded by Commissioner Bajaj, to recommend to City Council to approve the installation of all-way stop controls at the intersection of Felton Lane and Ruhland Avenue. The motion carried with a roll call vote of 6-0, with Commissioner Funabashi, absent.

J.2. UPDATE TO COUNCIL APPROVED TRAFFIC CALMING POLICY

City Engineer Winje narrated a PowerPoint presentation with an update of City Council's approved traffic calming policy.

Discussion followed regarding clarification of the All-way Stop Request Flowchart, consideration of staff's safety assessment, initiation of a survey by the City and the survey response threshold, focusing on customer service and managing expectations, analyzing traffic patterns, the possibility of tracking requests online, the Traffic Calming Request Flowchart, review of the report by the City Attorney and City Council's prerogative in making final decisions.

Members of the Commission commended staff for developing the various flowcharts, noting they help in explaining the process and making it user-friendly.

Motion by Commissioner Garcia, seconded by Commissioner Arrata, to receive and file the Administrative Report. The motion carried with a roll call vote of 6-0, with Commissioner Funabashi, absent.

K. MEMBER ITEMS AND REFERRALS TO STAFF

Commissioner Glass referenced the light rail along Hawthorne Boulevard and asked whether MTA must replace trees if they are removed by the construction of the light rail.

Public Works Director Semaan, noted that if and when the project gets implemented and the alternate route happens to be along Hawthorne Boulevard, the City will comment or place a condition that any impacted trees be replaced.

Commissioner Glass noted that after construction, streets are usually patched but reported that often, over time, those patches subside, and asked whether contractors are liable to repair the patches. City Engineer Winje reported the work has a one-year warranty and contractors must repair them within one year.

In addition, Commissioner Glass asked about the possibility of replacing some stop signs with yield signs. Public Works Director Semaan responded affirmatively but noted liability concerns that must be addressed. Commissioner Glass reported that many eBike riders do not stop for signs and asked about regulation of eBikes in the City. Public Works Director Semaan reported eBike riders are under obligation to obey all traffic laws.

Vice Chair Minne spoke about drought concerns and requested a report/presentation on City projects and efforts in response to the drought.

City Engineer Winje reported he will ask Cal Water to make a presentation to the Commission in the near future.

Commissioner Garcia commended staff on the condition of the City's streets and infrastructure.

Discussion followed regarding the gray water effort, extension of recycled water and the recycled water provider's communication that the project is not feasible.

Commissioner Arrata asked for information regarding the City's policy relative to identifying and marking red curbs.

Chair Simpson requested an update on the status of the intersection at Artesia and Rindge and City Engineer Winje presented a brief update of the project.

L. ADJOURNMENT

Motion by Commissioner Glass, seconded by Commissioner Bajaj, to adjourn the meeting at 8:18 p.m. Hearing no objections, Chair Simpson so ordered.

There being no further business to come before the Commission, Chair Simpson adjourned the meeting at 8:18 p.m. to the next regular meeting of the Redondo Beach Public Works Commission to be held at 7:00 p.m. on June 27, 2022, in the Redondo Beach Council Chambers, at 415 Diamond Street, Redondo Beach, California.

All written comments submitted via eComment are included in the record and available for public review on the City website.

Respectfully submitted,

Ted Semaan
Public Works Director



Administrative Report

H.1., File # PW22-4418

Meeting Date: 6/27/2022

TITLE

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS



Administrative Report

J.1., File # PW22-4420

Meeting Date: 6/27/2022

To: PUBLIC WORKS COMMISSION
From: DEPARTMENT OF PUBLIC WORKS

TITLE

CALWATER PRESENTATION ON WATER RESTRICTIONS, CONSERVATION TIPS, AND WATER PROGRAMS

EXECUTIVE SUMMARY

Receive and file the California Water Service Company Presentation on current water restrictions, conservation tips, and water programs.

BACKGROUND

The primary water purveyor in the City of Redondo Beach is the California Water Service Company (CalWater). CalWater spoke at the June 21, 2022 Council Meeting during participation on non-agenda items regarding water restrictions and conservation. They also provided two fact-sheets for the Council and public (see attachments). This presentation from CalWater will provide an overview of water restrictions, conservation tips, and water programs.

ATTACHMENTS

Attachment 1 - CalWater Water Restrictions

Attachment 2 - CalWater Conservation Tips and Water Programs



Quality. Service. Value.®

WATER RESTRICTIONS IN EFFECT FOR CAL WATER CUSTOMERS **STAGE 2**

RANCHO DOMINGUEZ



KNOW YOUR WATERING DAYS

	MON	TUES	WED	THURS	FRI	SAT	SUN
ODD ADDRESSES		✓				✓	
EVEN ADDRESSES			✓				✓
NO ADDRESS			✓				✓

Limit outdoor watering to 2 days per week*
Water only before 8 a.m. or after 6 p.m.

*These irrigation restrictions do not apply to:

- Landscape zones with drip and/or micro-spray irrigation systems
- Irrigating with a hand-held bucket or similar container, with a continuously monitored hose fitted with an automatic shut-off nozzle or similar device



FIX YOUR LEAKS

All leaks, breaks, or other malfunctions in your plumbing fixtures and irrigation system must be repaired within **five business days**, unless other arrangements are made with us.



PROHIBITED USES OF WATER

- ✗ Applying water to outdoor landscapes that causes runoff
- ✗ Applying water to outdoor landscapes during and within 48 hours after measurable rainfall
- ✗ Using a hose without a shut-off nozzle or similar device
- ✗ Applying water to driveways and sidewalks
- ✗ Using water in a fountain or other decorative water feature that does not use a recirculating system



HAVE YOU SEEN WATER WASTE?

You may report it online at: calwater.com/waterwaste



QUESTIONS?

Visit calwater.com/drought or call us at (310) 257-1400

Violation of any of these prohibited or restricted uses may be subject to enforcement measures, including a penalty of up to \$100 for each day the violation occurs, installation of a flow restrictor, or discontinuance of water service.

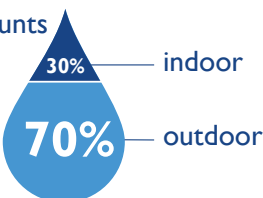


Quality. Service. Value.™



Outdoor watering accounts for as much as 70% of residential water use.

You can **save water and money** by limiting outdoor watering.



DID YOU KNOW?



- A running toilet could waste up to **6,480 gallons** per day.
- Replacing an old toilet with a new high-efficiency model could save **thousands of gallons** per year.
- Reducing your shower time by 5 minutes can save about **15 gallons of water**.
- A slow drip from a faucet could waste as much as **200 gallons** of water per month.

TIPS TO SAVE WATER OUTDOORS

- Water each zone in multiple shorter cycles to allow water to soak into soil
- Plant low-water and drought-resistant plants
- Use mulch around plants to help reduce evaporation
- Limit the amount of area devoted to your lawn
- Use a broom to clean paved areas

TIPS TO SAVE WATER INDOORS

- Fix or report leaks promptly
- Wait until machines are full before operating
- Turn off water while brushing teeth
- Replace old toilets with high-efficiency ones
- Install low-flow showerheads and faucet aerators



SAVE WATER, SAVE MONEY



REBATES

Residential

- High-efficiency toilet
Up to \$100
- High-efficiency washer
Up to \$300
- Lawn-to-garden
\$3 / square foot
- Spray-to-drip
\$0.50 / square foot
- Conservation kit
showerheads, hose nozzle, faucet aerators, leak tablets
FREE

Commercial

- High-efficiency toilet
Up to \$200
- High-efficiency urinal
Up to \$300
- Lawn-to-garden
\$3 / square foot
- Spray-to-drip
\$0.50 / square foot
- Customized incentive program
evaluation and rebates for non-standard water-saving devices
FREE

SMART LANDSCAPE TUNE-UP PROGRAM

Cal Water customers can apply for a **FREE** irrigation system evaluation to improve efficiency and save water.

How it works:

- Sign up for a free evaluation
- Receive recommendations for irrigation system improvements
- Choose improvements to be installed for free by Cal Water's contractor

calwater.com/conservation



Administrative Report

J.2., File # PW22-4421

Meeting Date: 6/27/2022

To: PUBLIC WORKS COMMISSION
From: DEPARTMENT OF PUBLIC WORKS

TITLE

EXTENSION OF RED CURB ON 1900 BLOCK OF S. PROSPECT AVE.

EXECUTIVE SUMMARY

In response to a request from school officials at Saint Lawrence Martyr Church, staff has engaged its consultant Traffic Engineer to analyze the need to extend the red curb (indicating a “no parking” restriction) along the easterly curb of the 1900 Block of S. Prospect Avenue. The school shares the campus with St. Lawrence Catholic Church. A sight distance analysis of this block was completed with a recommendation to increase the red curb just south of the northern driveway on S. Prospect Avenue that serves the school and church parking lot. The recommended twenty-foot extension of the red curb is proposed immediately south of the existing red curb (currently about 14 feet in length) installed just south of the driveway. A copy of the consultant Traffic Engineer’s report is attached.

If installed, the additional red curb would eliminate parking for the approximate length of one typical vehicle. In accordance with City policy related to placement of red curb adjacent to private driveways, staff is bringing this item forward to the Public Works Commission for review and consideration as to whether the red curb ought to be installed. If Public Works Commission decides in favor, their decision is appealable to the City Council for 30 days. If no appeal is made, staff would order the red curb to be installed. A copy of the City’s policy on this topic is attached.

Staff has notified residences on the block to inform them of the recommendation of the Traffic Engineer and to invite them to attend tonight’s meeting and provide input on that the matter. The notice was sent to 49 addresses on both sides of S. Prospect in the block north of Avenue G to Avenue F. A vicinity map and sample of the notice are provided in the attachments.

BACKGROUND

Staff received a petition in February 2022 from staff at the St Lawrence Martyr School requesting additional red curb (no parking restriction) be added to the easterly curb of S. Prospect Avenue. The request is founded in concerns for the safety of those exiting the shared parking area of the school and church by way of a driveway at the northerly end of the school/church campus in the 1900 block of S. Prospect. School staff claim sight lines to oncoming northbound traffic are impaired from egressing vehicles due to parked cars south of the driveway. There currently exists about 14-feet of red curb just south of the driveway.

S. Prospect Avenue is classified as a secondary arterial with a posted speed limit of 30-mph. There are two northbound and two southbound travel lanes with no median in the vicinity of the school.

Parking is allowed, in places, on the easterly (northbound right hand) curb. City staff made initial visits to the site and confirmed that improvement to sight lines was likely with additional parking restrictions along the curb. The school driveway is on the eastern side of the street and between two T intersections that intersect S. Prospect Avenue from the West. Avenue F is about 120 feet north of the driveway and Avenue G is about 165 feet south of the driveway. The Avenue F intersection is stop controlled on Avenue F only and has a marked crosswalk on the westerly leg. The Avenue G intersection is all-way stop controlled with marked crosswalks on the westerly and southerly legs.

The easterly curb of the 1900 block of S. Prospect is marked red for the first fourteen feet south of the school's northern driveway, which then gives way to an approximate 80-foot length of unmarked curb to the south. At this point the curb is marked red for a length of about 60 feet to the south. This 60-foot section is directly in front of the church entrance and is used, per school staff, for specialty vehicle parking during funerals and weddings. This location is also within the intersection of Avenue G, which intersects S. Prospect Avenue on the west side.

Fronting development on the west side of S. Prospect is single and multi-family residential in the vicinity of the Avenue F and G intersections. On the east side, there is single family residential development north of the school/church property. The south end of the school/church property terminates at a public alley.

The analysis of the requested red curb extension was performed by AGA Engineers, Inc. ("AGA") who is currently serving as the City's Traffic Engineer while the staff position is vacant. A memorandum from Jorge Sanchez of that firm, which is attached, describes the methodology of the analysis, the appropriate standards, and the research of the location and the conclusions reached in the analysis. Figure 2 in that memorandum, depicts the layout of the driveway, existing conditions and the proposed new red curb.

In summary, the analysis concludes that the line of sight for northbound vehicles approaching the driveway could be impeded by vehicles parked just south of the driveway and could be mitigated by adding an additional 20 feet of red curb south of the fourteen feet of red curb currently located just south of the existing driveway. The consultant's recommendation is the installation of 20 feet of red curb as shown in the attachment.

The additional red curb would reduce the amount of curb currently available for street parking by one typical parking space. Although the City has received no comments to date, parking demand in the area is high and any opposition to the red curb extension is likely to come from nearby residents concerned about parking availability. To solicit public input, and per current policy regarding red curb requests for private driveways, staff mailed a notice regarding this discussion to 49 residences within the two-block area along S. Prospect Avenue from Avenue G to Avenue F. Staff did discuss with school staff the possibility of removing an equivalent length of the existing red curb in front of the school/church property opposite Avenue G in an effort to replace parking impacted by the proposed red curb near the driveway. However, school staff did not prefer this due to the use of that area for specialty vehicle loading during weddings and funerals at the church. Nevertheless, this location or others on this block may be suitable to remove red curb if the Public Works Commission is interested in a net zero increase in red curb.

ALTERNATIVES AVAILABLE:

1. Recommend installation of the additional 20 feet of red curb as discussed in the analysis;
2. Recommend installation of the additional 20 feet of red curb as discussed in the analysis with the removal of a similar length of red curb elsewhere on the block if and where possible;
3. Deny the request for the additional red curb; or
4. Other actions as determined by the Public Works Commission.

COORDINATION

Coordination of the line of sight analysis and this report took place within the Public Works Department.

ATTACHMENTS

Attachment 1 - AGA Request for Red Curb on 1900 S. Prospect Avenue

Attachment 2 - June 21, 2022 Resident Notification Letter and Red Curb Policy

MEMORANDUM

June 17, 2022

To: Andrew S. Winje, P.E., City Engineer, City of Redondo Beach

From: Jorge Sanchez, Associate Transportation Engineer I, AGA Engineers, Inc.

Subject: Request for Red Curb on 1900 S. Prospect Avenue

St. Lawrence Catholic Church has expressed concern that it can be difficult to see oncoming vehicles on Prospect Avenue when leaving the church's north driveway due to vehicles parked along the east side on Prospect Avenue, south of the parking lot's exit, and has requested red curb to be installed on the east side of Prospect Avenue, south of the driveway (see **Figure 1**). At the study location, Prospect Avenue is a collector street with two travel lanes in each direction. The church's north driveway is located just north of the intersection of Prospect Avenue and Avenue G (all-way stop controlled). Based on the church's concern, a sight distance analysis was conducted at Prospect Avenue and the north driveway.



Figure 1: Study Area

TRANSPORTATION CONSULTING ENGINEERS

211 Imperial Highway, Suite 208, Fullerton, CA 92835
(714) 992-4592 FAX (714) 992-2883 E-Mail: aga@agaengineersinc.com

There are two assessments of sight distance at roadway intersections, corner sight distance and stopping sight distance. The corner sight distance evaluates the required sight distance from the minor approach (driveway and/or side street) and the stopping sight distance evaluates the sight distance from the major approach. Per the Highway Design Manual, Section 405.1 - Corner Sight Distance 2d. Urban Driveways (see attached), corner sight distance requirements are not to be applied to urban driveways. Therefore, stopping sight distance analysis was utilized for this sight distance assessment.

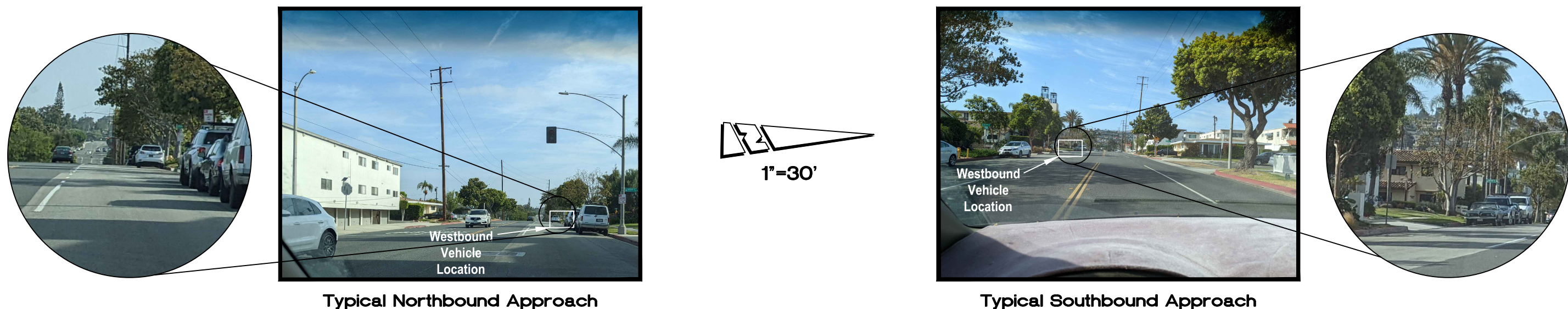
The stopping sight distance was evaluated for northbound and southbound vehicles on Prospect Avenue and westbound vehicles exiting the parking lot. Prospect Avenue has a speed limit of 30 mph. Per the *Caltrans Highway Design Manual Table 201.1 – Sight Distance Standards* (see attached), a stopping sight distance of 200 feet was utilized based on the approach speed of 30 mph. However, for the northbound approach, motorists must stop at the intersection of Prospect Avenue and Avenue G. Based on field review, northbound vehicles cannot achieve a speed of 30 mph immediately after stopping at Avenue G. Therefore, an approach speed of 25 mph was utilized for the northbound approach. A stopping sight distance of 150 feet was utilized based on the northbound approach speed of 25 mph. Based on field evaluations, vehicles waiting to turn from the north driveway move out beyond the extension of the curb to look for oncoming traffic on Prospect Avenue. Therefore, the stopping sight distance analysis utilized the front of the westbound vehicle to be four feet of the curb line extension.

Northbound/Southbound Line of Sight- Westbound Vehicle Exiting North Driveway

Based on the stopping sight distance analysis (see **Figure 2**), the line of sight for northbound vehicles approaching the driveway (westbound vehicle) could be impeded by vehicles parked along the east side of Prospect Avenue, south of the north driveway. Therefore, it is recommended to install 20 feet of additional red curb to the existing 14 feet of red curb on the east side of Prospect Avenue, south of the north driveway. The line of sight for southbound vehicles approaching the north driveway (westbound vehicle) is not impeded by vehicles parked and/or objects along the east side of Prospect Avenue, north of the driveway.

Collision data from the Statewide Integrated Traffic Records System (SWITRS) was also evaluated from January 1, 2019 through May 15, 2022. There was one collision recorded during this three-year period near the study location at Prospect Avenue and Avenue F. The collision was not related to the westbound/eastbound vehicles exiting the church's parking lot and unsafe speed was the primary factor of this collision. Attached is the SWITRS record of the collision.

Attachments – Highway Design Manual Section 405.1, Highway Design Manual Table 201.1 – Sight Distance Standards, SWITRS collision data



* Nose of vehicle is 4' from curb line extension

**Highway Design Manual
Section 405.1 Sight Distance**

Attachment



July 1, 2020

- (5) *Lock To Lock Time* - The time in seconds that an average driver would take under normal driving conditions to turn the steering wheel of a vehicle from the lock position on one side to the lock position on the other side. The default in AutoTurn software is 6 seconds.
- (6) *Steering Lock Angle* - The maximum angle that the steering wheels can be turned. It is further defined as the average of the maximum angles made by the left and right steering wheels with the longitudinal axis of the vehicle.
- (7) *Articulating Angle* - The maximum angle between the tractor and semitrailer.

Topic 405 – Intersection Design Standards

405.1 Sight Distance

(1) *Stopping Sight Distance*. See Index 201.1 for minimum stopping sight distance requirements.

(2) *Corner Sight Distance*.

- (a) General. At unsignalized intersections a substantially clear line of sight should be maintained between the driver of a vehicle, bicyclist or pedestrian stopped on the minor road and the driver of an approaching vehicle on the major road that has no stop. Line of sight for all users should be included in right of way, in order to preserve sight lines.

See DIB 79 for 2R, 3R, certain storm damage, protective betterment, operational, and safety projects on two-lane and three-lane conventional highways.

Adequate time should be provided for the stopped vehicle on the minor road to either cross all lanes of through traffic, cross the near lanes and turn left, or turn right, without requiring through traffic to radically alter their speed. The visibility required for these maneuvers form a clear sight triangle with the corner sight distance b and the crossing distance a_1 or a_2 (see Figure 405.1 as an example of corner sight distance at a two-lane, two-way highway). Dimensions a_1 and a_2 are measured from the decision point to the center of the lane. The actual number of lanes will vary on the major and minor roads. There should be no sight obstruction within the clear sight triangle.

The methodology used for the driver on the minor road that is stopped to complete the necessary maneuver while the approaching vehicle travels at the design speed of the major road is based on gap-acceptance behavior. A 7-1/2 second criterion is applied to a passenger car (including pickup trucks) for a left turn from a stop on the minor road. However, this time gap does not account for a single-unit truck (no semitrailer), a combination truck (see Index 404.4 for truck tractor-semi-trailer guidance), a right-turn from a stop, or for a crossing maneuver. See Table 405.1A for the time gap that addresses these situations for the assumed design vehicle making these maneuvers from the minor road.

In determining corner sight distance, a set back distance for the vehicle waiting on the minor road must be assumed as measured from the edge of traveled way of the major road. Set back for the driver of the vehicle on the minor road should be a minimum of 10 feet plus the shoulder width of the major road but not less than 15 feet. The location of the driver's eye for the set back is the decision point per Figure 405.1. Corner sight distance and the driver's eye set back are also illustrated in Figures 405.7 and 504.3I. Line of sight for corner sight distance for passenger cars is to be determined from a 3 and 1/2-foot height at the location of the driver of the vehicle in the center of the minor road lane to a 3 and 1/2-foot object height in the center of the approaching outside lane of the major road. This provides for reciprocal sight by both vehicles. The passenger

car driver's eye height should be applied to all minor roads. In addition, a truck driver's eye height of 7.6 feet should be applied to the minor road where applicable. Additionally, if the major road has a median barrier, a 2-foot object height should be used to determine the median barrier set back. A median that is wide enough to accommodate a stopped vehicle should also provide a clear sight triangle.

The minimum corner sight distance (feet) should be determined by the equation: $1.47V_mT_g$, where V_m is the design speed (mph) of the major road and T_g is the time gap (seconds) for the minor road vehicle to enter the major road. The values given in Table 405.1A should be used to determine T_g based on the design vehicle, the type of maneuver, and whether the stopped vehicle's rear wheels are on an upgrade exceeding 3 percent. The distance from the edge of traveled way to the rear wheels at the minor road stop location should be assumed as: 20 feet for a passenger car, 30 feet for a single-unit truck, and 72 feet for a combination truck.

- (b) Public Road Intersections (Refer to Topic 205 and Index 405.7); corner sight distance applies, see Table 405.1A.

At signalized intersections the corner sight distances should also be applied whenever possible. Even though traffic flows are designed to move at separate times, unanticipated conflicts can occur due to violation of signal, right turns on red, malfunction of the signal, or use of flashing red/yellow mode.

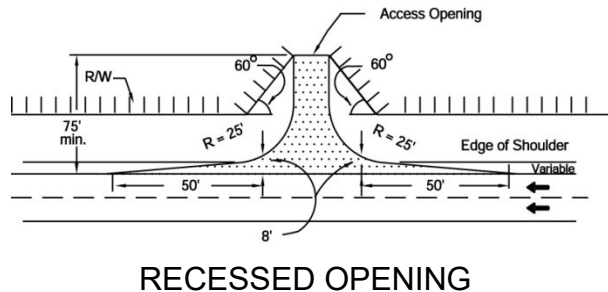
The minimum value for corner sight distance at signalized intersections should be equal to the stopping sight distance as given in Table 201.1, measured as previously described. This includes an urban driveway that forms a leg of the signalized intersection.

- (c) Private Road Intersections (Refer to Index 205.2) and Rural Driveways (Refer to Index 205.4); corner sight distance applies, see Table 405.1A. If signalized, the minimum corner sight distance should be equal to the stopping sight distance as given in Table 201.1, measured as previously described.
- (d) Urban Driveways (Refer to Index 205.3); corner sight distance requirements as described above are not applied to urban driveways unless signalized. See Index 405.1(2)(b) underlined standard. If parking is allowed on the major road, parking should be prohibited on both sides of the driveway per the California MUTCD, 3B.19.
- (3) Decision Sight Distance. At intersections where the State route turns or crosses another State route, the decision sight distance values given in Table 201.7 should be used. In computing and measuring decision sight distance, the 3.5-foot eye height and the 0.5-foot object height should be used, the object being located on the side of the intersection nearest the approaching driver.

The application of the various sight distance requirements for the different types of intersections is summarized in Table 405.1B

Figure 205.1

Access Openings on Expressways



NOTES:

- By widening the expressway shoulder, deceleration lanes may be provided where justified.
- This detail, without the recess, may be used on conventional highways.

205.3 Urban Driveways

These instructions apply to the design of driveways to serve property abutting on State highways in cities or where urban type development is encountered.

Details for driveway construction are shown on the Standard Plans. Corner sight distance requirements are not applied to urban driveways. See Index 405.1(2) for further information.

- (1) *Correlation with Local Standards.* Where there is a local requirement regulating driveway construction, the higher standard will normally govern.
- (2) *Driveway Width.* The width of driveways for both residential and commercial usage is measured at the throat, exclusive of any flares. ("W" as shown in Standard Plan A87A).
- (3) *Residential Driveways.* The width of single residential driveways should be 12 feet minimum and 20 feet maximum. The width of a double residential driveway such as used for multiple dwellings should be 20 feet minimum and 30 feet maximum. The width selected should be based on an analysis of the anticipated volume, type and speed of traffic, location of buildings and garages, width of street, etc.
- (4) *Commercial Driveways.* Commercial driveways should be limited to the following maximum widths:
 - (a) When the driveway is used for one-way traffic, the maximum width should be 25 feet. If the driveway serves a large parcel, where large volumes of vehicles or large vehicles are expected, the entrance maximum width should be 40 feet and the exit maximum width should be 35 feet.
 - (b) When the driveway is used for two-way traffic, the maximum width should be 35 feet. If the driveway serves a large parcel, where large volumes of vehicles or large vehicles are expected, then the maximum width should be 45 feet.
 - (c) When only one driveway serves a given property, in no case should the width of the driveway including the side slope distances exceed the property frontage.
 - (d) When more than one driveway is to serve a given property, the total width of all driveways should not exceed 70 percent of the frontage where such a frontage is 100 feet or less. Where the frontage is more than 100 feet, the total driveway width

Highway Design Manual
Table 201.1 Sight Distance Standards

Attachment



July 1, 2020

Table 201.1

Sight Distance Standards

Design Speed ⁽¹⁾ (mph)	Stopping ⁽²⁾ (ft)	Passing (ft)
10	50	---
15	100	---
20	125	800
25	150	950
30	200	1,100
35	250	1,300
40	300	1,500
45	360	1,650
50	430	1,800
55	500	1,950
60	580	2,100
65	660	2,300
70	750	2,500
75	840	2,600
80	930	2,700

Notes:

⁽¹⁾See Topic 101 for selection of design speed.⁽²⁾For sustained downgrades, refer to underlined standard in Index 201.3

The sight distance available for passing at any place is the longest distance at which a driver whose eyes are 3 ½ feet above the pavement surface can see the top of an object 4 ¼ feet high on the road. See Table 201.1 for the calculated values that are associated with various design speeds.

In general, 2-lane highways should be designed to provide for passing where possible, especially those routes with high volumes of trucks or recreational vehicles. Passing should be done on tangent horizontal alignments with constant grades or a slight sag vertical curve. Not only are drivers reluctant to pass on a long crest vertical curve, but it is impracticable to design crest vertical curves to provide for passing sight distance because of high cost where crest cuts are involved. Passing sight distance for crest vertical curves is 7 to 17 times longer than the stopping sight distance.

Ordinarily, passing sight distance is provided at locations where combinations of alignment and profile do not require the use of crest vertical curves.

Statewide Integrated Traffic Records System (SWITRS) Report

Attachment



Does not include State Highway cases

Report Run On: 06/01/2022

Primary Rd PHELAN LN		Distance (ft)	156.	Direction	N	Secondary Rd GATES AV		NCIC	1956	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Redondo Beach	County	Los Angeles	Population	5	Rpt Dist	55	Beat	004	Type	0	CalTrans	Badge	1292	Collision Date	20210306	Time	2500	Day SAT						
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type SIDESWIPE		Severity	PDO	#Killed	0	#Injured	0	Tow Away?		Process Date 20210416									
Weather1	CLEAR	Weather2		Rdwy Surface DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0											
Hit and Run	MSDMNR	Motor Vehicle Involved With		PKD MV		Lighting		DAYLIGHT		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	998	-		IMP UNK	IMP UNK	UNS TURN	-	-	9900	-	-	-	N	-	-	-								
2	PRKD	998	-				PARKED	-	D	2200	-	2021	-	N	-	-	-								

Primary Rd PHELAN LN		Distance (ft)	1.00	Direction	N	Secondary Rd GRANT AV		NCIC	1956	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Redondo Beach	County	Los Angeles	Population	5	Rpt Dist	43	Beat	003	Type	0	CalTrans	Badge	1335	Collision Date	20210909	Time	1600	Day THU						
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type REAR END		Severity	PDO	#Killed	0	#Injured	0	Tow Away?		Process Date 20211019									
Weather1	CLEAR	Weather2		Rdwy Surface DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0											
Hit and Run	MSDMNR	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	65	F	W	IMP UNK	IMP UNK	PROC ST	S	A	0100	-	1999	-	-	N	-	-	-							
2	DRVR	44	F	A	HNBD		STOPPED	S	A	0800	-	2015	-	3	N	-	M	G							

Primary Rd PROSPECT AV		Distance (ft)	0.00	Direction		Secondary Rd AVENUE F		NCIC	1956	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Redondo Beach	County	Los Angeles	Population	5	Rpt Dist	04	Beat	001	Type	0	CalTrans	Badge	1183	Collision Date	20211017	Time	2000	Day SUN						
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type REAR END		Severity	PDO	#Killed	0	#Injured	0	Tow Away?		Process Date 20211115									
Weather1	CLEAR	Weather2		Rdwy Surface DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond		0											
Hit and Run	MSDMNR	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	998	F	H	IMP UNK	IMP UNK	PROC ST	S	A	0700	-	-	3	N	-	-	-								
2	DRVR	43	M	W	HNBD		RGT TURN	S	A	0100	-	1962	-	3	N	-	P	C							

Primary Rd PROSPECT AV		Distance (ft)	182.	Direction	S	Secondary Rd CAMINO REAL		NCIC	1956	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Redondo Beach	County	Los Angeles	Population	5	Rpt Dist	5	Beat	001	Type	0	CalTrans	Badge	1244	Collision Date	20210209	Time	1745	Day TUE						
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type HIT OBJECT		Severity	PDO	#Killed	0	#Injured	0	Tow Away?		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		FIXED OBJ		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	22	M	B	HNBD		LFT TURN	S	A	0100	FORD	1998	-	3	A	22107	N	M	G						

Primary Rd PROSPECT AV		Distance (ft)	0.00	Direction		Secondary Rd DEL AMO ST		NCIC	1956	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy							
City	Redondo Beach	County	Los Angeles	Population	5	Rpt Dist	26	Beat	002	Type	0	CalTrans	Badge	1183	Collision Date	20211206	Time	0751	Day MON						
Primary Collision Factor		STOP SGN SIG		Violation	21453A	Collision Type BROADSIDE		Severity	INJURY	#Killed	0	#Injured	2	Tow Away?		Process Date 20220105									
Weather1	FOG	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	39	F	W	HNBD		PROC ST	S	A	0700	FORD	1999	-	3	N	-	M	G	DRVR	COMP PN 39	F	1	0	M	G
2	DRVR	50	F	B	HNBD		PROC ST	E	A	0100	-	2013	-	3	N	-	L	G	DRVR	COMP PN 50	F	1	0	L	G



Public Works Department
Engineering Services Division

415 Diamond Street
Redondo Beach, California 90277
www.redondo.org

tel: 310 318-0661
fax: 310 374-4828

June 21, 2022

Resident
[address]
Redondo Beach, CA

SUBJECT: REQUEST TO EXTEND RED CURB / NO PARKING ZONE ON THE 1900 BLOCK OF SOUTH PROSPECT AVENUE

The City of Redondo Beach received a request to evaluate and possible extend the red curb / no parking zone on the 1900 block of S. Prospect. The City's Traffic Engineer has studied the issue and recommends establishing an additional 20-feet of red curb on the easterly side of the road north of the intersection of S. Prospect Avenue with Avenue G to provide adequate sight stopping distance of vehicles emerging from the driveway serving St. Lawrence Church and St. Lawrence Martyr School. The addition of 20 feet of new red curb will eliminate parking space for one typical vehicle. Please see the reverse for City policy regarding red curb adjacent to private driveways.

The staff recommendation is:

Public Works Commission consider the report of the City Traffic Engineer, and parking concerns of neighborhood residents and determine whether to recommend that the additional 20-feet of red curb be added.

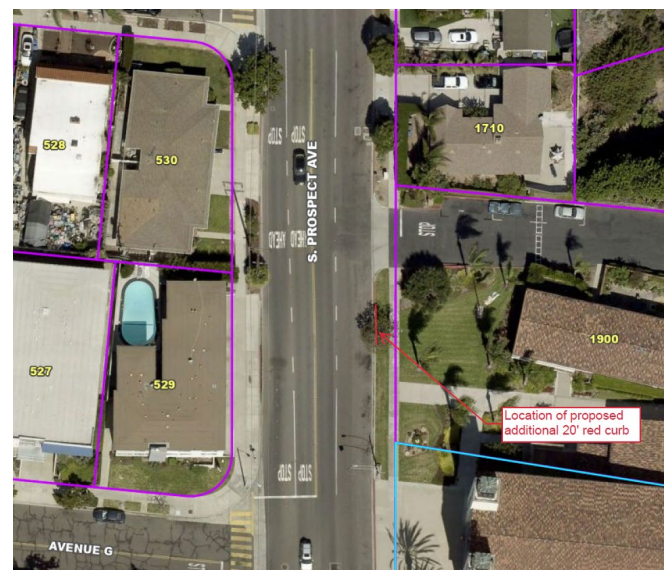
Staff will present the study at a regular meeting of the Public Works Commission on **Monday, June 27, 2022**. The meeting will be held in the **City Council Chamber, 415 Diamond Street at 7:00 p.m. or shortly thereafter**. *You are invited to attend this meeting*. Parking is available in the parking structure under the library or street parking. The recommendation from Engineering Services may/may not be the consensus of the Public Works Commission. Your input would be appreciated.

If you have any questions or comments, please contact me at (310) 318-0661, or via email at Andrew.Winje@redondo.org.

Sincerely,

Andrew S. Winje
City Engineer

cc: Nils Nehrenheim, Council Member District 1
Mike Witzansky, City Manager
Ted Semaan, Director of Public Works
Yvonne Fisher, St. Lawrence Martyr School



CITY OF REDONDO BEACH TRAFFIC ENGINEERING DIVISION POLICY

REQUEST FOR RED CURBS AT PRIVATE DRIVEWAYS:

1. The resident must contact, via mail, phone, or email, the City Traffic Engineer requesting the painting of red curb about either side of the driveway. Any resident in a multi-unit residence must also obtain written authorization from the other residents in the complex. The authorization letter may be produced by the requester for the red curb.
2. The minimum red curb allowed shall be no less than 3 feet in length unless physically unable to meet the 3 feet requirement. Red curb shall be painted from 'bottom' of driveway approach.
3. Engineering Services shall conduct a field review and obtain necessary dimensions of the driveway and adjacent curb related features. This portion of the process may take 2 to 4 weeks.
4. Engineering Services will issue a work order to the Department of Public Works if the red curb is approved. This portion of the process may take 6 to 8 weeks.
5. Any additional length of red curb, not to exceed 3 additional feet, beyond the initial 3 feet will require the written authorization of the adjacent neighbor; that is the neighbor on same side as additional extended red curb. Corner residences will be requested to obtain authorization of the adjacent neighbor, regardless of which side driveway red is extended. Additional length of red curb allowed will not exceed 6 feet on either side of driveway. If the neighbor lives in a multi-unit complex, a representative of each unit must sign the authorization.
6. Any red curb requested beyond the 6 feet, per side of driveway, will require the written request from a representative of all residential units on the site. The Engineering Services Department will present the request to the Public Works Commission with 120 days of receipt of request. All residents on the block(s) affected will be invited to this meeting to provide input on the request. The action of the Public Works Commission may be appealed within 30 days to the City Council.
7. Engineering Services will issue a work order to the Department of Public Works upon the approval of the red curb and after the appeal period as ended. This portion of the process may take 6 to 8 weeks.

The above red curb policy is for clearance of parked vehicles from residential driveways. Red curbs for sight distance clearance at intersections, fire hydrants or other hazards please contact the City's Traffic Engineer.



Administrative Report

J.3., File # PW22-4422

Meeting Date: 6/27/2022

To: PUBLIC WORKS COMMISSION
From: DEPARTMENT OF PUBLIC WORKS

TITLE

DISCUSSION OF PUBLIC WORKS COMMISSION APPROVED PROJECTS- STATUS UPDATES

EXECUTIVE SUMMARY

Receive and file Public Works Commission project status updates.

BACKGROUND

Based on the Public Works Commission's recommendation, Staff has prepared a table comprised of all projects that have been reviewed and then forwarded by the Commission to City Council for final approval since August 26, 2019. The table is included as Attachment 1. As directed, Staff is to continue providing ongoing project status updates to the Public Works Commission in tabular format on a quarterly basis.

The most recent update was given at the Public Works Commission meeting in October 2021. Staff is adapting to vacancies in the Engineering Division, and was not able to provide a timely update in early 2022. Additionally, staff is making an adjustment to a March/June/September/December rhythm to assist with expectation of timing of the update. After tonight, the next project status update is anticipated to be made at the September 2022 Public Works Commission meeting.

ATTACHMENT

Public Works Commission Project Status Updates List

PUBLIC WORKS COMMISSION APPROVED PROJECTS - QUARTERLY STATUS UPDATE

06/2022

PROJECT NAME (DESCRIPTION)	PWC MEETING DATE	PWC RECOMMENDATION	STAFF ACTION	CC MEETING DATE	CC ACTION	PROJECT STATUS	NOTES & PROJECT STATUS FOLLOWING CC MEETING
AWS at Fulton and Ruhland	5/23/2022	Recommend to approve AWS control at intersection.	Forward to CC See Project Status	6/14/2022	Adopted recommendation for AWS control at the intersection	Pending See Notes	Staff to install AWS in course of business
Provide input regarding pedestrian improvements in the Riviera Village	3/28/2022	Support staff recommendation to make improvements to 2 key crosswalks, study implications of changing traffic circulation, explore conversion of Catalina into a plaza	Forward to CC See Project Status	4/19/2022	Authorized one way study, add'l stop sign at Ave I, notify for input the AWS at Ave Del Norte and Via El Prado with current funding, propose funding for mid block crossing on Avenue I, speed table on Avenida Del Norte, bulbouts on Catalina at Ave I and Vista Del Mar in FY2022-23 CIP	Pending See Notes	Need to initiate AWS analysis/notification on Via el Prado, Design work is next step for structural improvements, funding earmarked from traffic calming program in FY2022-23
Provide input regarding improvements to CIP Implementation	3/28/2022	Support the increase of minimum cost thresholds in Charter and RBMC, increase staff to meet demands, and recommend to City Council that Charter Review Committee solicit input form the PWC prior to making final recommendations	Forward to CC See Project Status	6/21/2022	Adopted budget with increase of two staff positions, and escalation of two positions in the Engineering Division, Charter Review Committee established by CC on 5/17/22 with clarification as to direction on 6/14/22. Resolution CC-2204-022 adopted that includes consideration of barrier removal for municipal procurement	Completed	Although the work of the Charter Review Committee is still underway, the PWC's role to provide input is completed and several ideas adopted by budget approval and resolution
Provide input regarding improvements to response process to traffic calming and all way stop requests	3/28/2022	Move away from prescriptive and iterative procedures and include flexibility among the phases to simplify the process and increase responsiveness	Forward to CC See Project Status		Approval of simplified process for AWS and Traffic Calming response, as expressed on simple flow charts.	Completed	AWS and TC process revised and being used. Staff will continue to analyze other policies for potential modifications to simplify and accelerate delivery. Approved flow charts presented to PWC on 5/23/22.
Recommend elements to be included in Tree Ordinance	12/1/2021	Supported a Tree ordinance with certain provisions to be considered by the City Council	Forward to CC See Project Status	3/15/2022	Identified Goals to be achieved in the formation of an ordinance and directed staff to develop an ordinance for first reading	Completed	Since the ordinance is still pending, this work does not seem complete. However, the charge to PWC to advise on items to be included in the ordinance has been completed and delivered to Council. First reading of ordinance expected in Summer 2022.
Traffic calming signage on Blossom between 190th and Ripley	10/25/2021	Recommend staff recommendation, add consideration of edge line striping, request radar feedback trailer be placed by PD	Forward to CC See Project Status	TBD		Pending See Notes	Staff to Schedule to CC Agenda
Herondo at Monterey AWS	8/23/2021	Install AWS controls at intersection	Staff To Do	9/7/2021	Approved PWC/staff's recommendations as presented.	Completed	Installation completed by PW Operations
Beryl Heights Elementary Parking Sign Mods	8/23/2021	Adjust and update signs as staff recommended	Staff To Do	TBD		Pending See Notes	Staff to Schedule to CC Agenda
Alta Vista Park Access Traffic Calming	6/28/2021	Approve analysis, design, installation of updated E&T survey, speed cushion and speed table.	Staff To Do	10/5/2021	Approved PWC/staff's recommendations as presented.	Pending See Notes	Approved by CC and to be completed by Staff. Design pending, to be combined with other similar improvements more recently approved by City Council.
182nd St Traffic Calming	6/28/2021	Install radar feedback signs, 25mph signs and edge line on 182nd St between Inglewood and RR tracks	Staff To Do	8/17/2021	Approved PWC/staff's recommendations as presented.	Pending See Notes	Approved by CC and to be completed by Staff.

PROJECT NAME (DESCRIPTION)	PWC MEETING DATE	PWC RECOMMENDATION	STAFF ACTION	CC MEETING DATE	CC ACTION	PROJECT STATUS	NOTES & PROJECT STATUS FOLLOWING CC MEETING
Beryl Street Corridor Traffic Calming Enhancements II	2/21/2021	Approve staff's recommendations for four-way stops and enhanced pedestrian crosswalks on the Beryl Street corridor, with the proviso that staff continue to look for locations where successful traffic circles could be installed.	Staff To Do	10/1/2021	Approved PWC/staff's recommendations as presented. Include LED STOPS on Beryl St.	Completed	Installation completed by PW Operations
Catalina Avenue at Emerald St-Garnet St Bike Path Signage	9/26/2020	Update signage per PWC and include additional signage at additional locations along the bike path.	Staff To Do	TBD	none requested	Pending See Notes	Some work completed, other signs pending.
Pier Parking Restripe	9/26/2020	Maintain circulation but include additional signage and pavement markings	Staff To Do	TBD		Pending See Notes	Need to assign to PW Ops for inhouse and st
Dow Ave/ Johnston Ave Neighborhood Traffic Safety Evaluation	2/24/2020	Install staff recommendations for short-term traffic calming enhancements throughout the Dow-Johnston Neighborhood.	No Further Action	3/17/2020	Install staff recommendations for short-term traffic calming enhancements throughout the Dow-Johnston Neighborhood.	Pending See Notes	Some installations completed, longer term enhancements currently in design and funding from Traffic Calming program earmarked by CC in February 2022.
Redondo Beach Ave Pedestrian Crossing Safety Enhancements	12/13/2019	Install staff recommendations for marked crosswalks and actuated pedestrian crossing signage at the two subject intersections.	Staff To Do	3/3/2020	Approve staff recommendations for the installation of crosswalks and actuated pedestrian crossing signage.	Pending See Notes	partially installed
Conceptual Design of an Extension to the North Redondo Beach Bikeway	9/30/2019	Receive and file report - forward Staff's conceptual design to City Council for approval.	Forward to CC See Project Status	11/5/2019	Approved Option 1 concept and deferred decision re parking lot	Pending See Notes	Final design document with SCE for review since Feb 2021. SCE deferring review pending their own work in the area
Emerald Street Corridor Traffic Safety Reevaluation (Traffic Calming)	7/29/2019	Install and evaluate temporary bulb-outs at the all-way stop controlled intersections of Emerald Street at: i. Lucia Avenue ii. Juanita Avenue iii. Guadalupe Avenue iv. Francisca Avenue Install and evaluate temporary traffic circles at the two-way stop controlled intersections of Emerald Street at: i. Irena Avenue ii. Helberta Avenue Install radar feedback signs along the Emerald Street corridor	Pending See Notes	12/3/2019	Approve staff recommendations for the installation of traffic calming devices along the Emerald Street Corridor	Pending See Notes	Temp Traffic Circle program has been suspended. Staff to regroup with CMD2 to determine next steps.

PROJECT NAME (DESCRIPTION)	PWC MEETING DATE	PWC RECOMMENDATION	STAFF ACTION	CC MEETING DATE	CC ACTION	PROJECT STATUS	NOTES & PROJECT STATUS FOLLOWING CC MEETING
Pearl Street at Lucia Avenue (Traffic Controls)	2/25/2019	Install temporary traffic circle at Pearl St at Lucia Ave. Staff to evaluate speed/ traffic calming at Francisca Avenue and Ruby Street	Staff To Do	TBD		Pending See Notes	Temp Traffic Circle program has been suspended, Staff will revisit issue with CMD1 & CMD2 to determine next steps.
Inglewood Avenue Residential Neighborhood (Traffic Calming)	12/3/2018	Forward staff's recommendations for traffic calming to CC for approval. Modify the traffic calming recommendations to add an additional speed cushion on Ralston Lane, include request for more enforcement before/ after installation of traffic calming devices, investigate more traffic calming modifications to the west of Inglewood Avenue including Armour Lane	Forward to CC See Project Status	12/18/2018	Approved PWC/staff's recommendations as presented.	Completed	
700-800 N. Maria (Traffic Calming and Traffic Volume Evaluation)	N/A	NONE - CC direction to bring barrier alternatives on Maria for CC's action/consideration.	Forward to CC See Project Status	12/18/2018	(Staff presented barrier alternatives at Anita and Maria) CC direction to implement a temporary bulb out to restrict ingress from Anita to Maria.	Completed	
Ruby Street Corridor (Traffic Controls)	12/3/2018	Install temporary traffic circle at Ruby Street and Gertruda Avenue only. Staff to evaluate speed/ traffic calming at Francisca Avenue and Ruby Street	Staff To Do	7/21/2020	Remove and install AWS.	Completed	AWS installed
South Side of Anita Street between PCH and Prospect Avenue (On-Street Parking Removal)	10/22/2018	Remove on-street parking on the south side of Anita Street between Pacific Coast Highway and Prospect Avenue	Forward to CC See Project Status	TBD		Pending See Notes	Will include any needed parking removals with CIP project at this location
Inglewood Avenue Corridor (Left Turn Restrictions)	10/22/2018	Install left turn restrictions for the southbound direction of Inglewood Avenue at 182nd Street, northbound direction of Inglewood Avenue at Ripley Avenue, and the eastbound direction of Ripley Avenue at Inglewood Avenue for the AM and PM peak periods of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM M-F	Forward to CC See Project Status	12/18/2018	Approved PWC/staff's recommendations as presented.	Completed	