



Administrative Report

J.2., File # PWS24-0499

Meeting Date: 3/25/2024

To: PUBLIC WORKS AND SUSTAINABILITY COMMISSION

From: Department of Public Works

TITLE

DISCUSSION OF TRUCK ROUTE ENFORCEMENT AND POTENTIAL CHANGES TO TRUCK ROUTES WITHIN THE CITY

EXECUTIVE SUMMARY

The City frequently receives complaints from residents regarding potential violations of designated truck routes, mostly around the southern neighborhoods of Redondo Beach. Frequently, trucks end up on City streets not designated as truck routes due to incomplete routing in other cities as these routes intersect City boundaries. For instance, truck routes exist in Torrance on Del Amo Boulevard, Sepulveda Boulevard (Camino Real in Redondo Beach) and Palos Verdes Boulevard, but are not continued into Redondo Beach, leaving truck drivers at a “dead end” and without clarity about how to advance or turn around. Redondo Beach staff has approached City of Torrance staff to discuss changes in Torrance, but Torrance staff indicates there is no political will to do so. Therefore, City staff is presenting alternative truck route options within Redondo Beach to provide feasible and pragmatic truck routes to direct these vehicles along the best available routes as a way to prevent trucks using the least desirable routes in and through Redondo Beach. Provision of “gap closures” to the truck routes will provide truck drivers with more clarity about where to go and where not to go, which is needed to provide better enforceability of restrictions.

Attachment 1 show existing truck routes within Redondo Beach and its neighboring jurisdictions. **Attachment 2** shows the street segments for discussion of the gap closure and possible recommendations to rectify these issues.

Staff is seeking input and direction on this matter from the public and Public Works and Sustainability Commission (PWSC) prior to discussion at City Council. As recommended by the PWSC, staff would begin work on revisions to the ordinance that lists truck routes in the City.

BACKGROUND

Attachment 1 shows the City’s existing truck route map in relation to truck routes in Torrance, Manhattan Beach, and Hermosa Beach.

Del Amo Boulevard, Pacific Coast Highway (PCH), Torrance Boulevard, Sepulveda Boulevard, and Palos Verdes Boulevard (PVB) are designated truck routes within the City of Torrance that are in proximity to the southern neighborhoods of Redondo Beach. PVB also connects to Palos Verdes Drive, which is a truck route in Palos Verdes Estates. Of these truck routes, only Torrance Boulevard and PCH are designated truck routes within the City of Redondo Beach. Generally, the north/south routes provide for continuous truck travel through the City. The issues related to discontinuous routes primarily affect the east/west movement of trucks coming from the City of Torrance or Palos Verdes Estates. For example, trucks traveling on Del Amo Boulevard, Sepulveda Boulevard, and Palos Verdes Boulevard from within Torrance that need to access

destinations in Redondo Beach or pass through Redondo Beach find themselves stranded at the City's boundaries. Since these large vehicles cannot easily perform a U-turn, all they can do is continue on restricted streets within the City to rejoin a designated truck route.

Strictly speaking the City can enforce this behavior through ticketing, but as a practical matter, police resources are limited and some of the tickets may not be upheld further along the legal process. Enforcement effectiveness is diminished while these gaps remain in these truck routes coming from the City of Torrance and Palos Verdes Estates. Because there is no feasible or legal path of travel for trucks to turn upon reaching Prospect Avenue and because the truck U-turns are not possible from any of these streets at Prospect, staff is presenting modifications to the City's designated truck routes for the Commission's consideration.

Redondo Beach residents have expressed frustration at the amount of truck travel on non-designated truck routes such as Del Amo Street (Diamond to Prospect), Diamond Street (PCH to Prospect), Prospect Avenue (within City limits), Camino Real, and Palos Verdes Boulevard (within City limits). RBPD has remarked that enforcement of truck routes is already challenging due to competing enforcement requests within the City and that commercial truck enforcement requires specific certifications, training, and weight scale equipment. Enforcement on restricted streets is also not productive when truck drivers are not offered a viable alternative. Therefore, while staff recognizes that the public may prefer no new truck routes, the addition of truck routes to close these gaps could result in more effective enforcement of non-compliance, and the reduced presence of trucks on the most vulnerable streets.

DISCUSSION

In early 2023, Redondo Beach staff met with Torrance staff to propose the removal of the "dead end" truck routes in Torrance (Del Amo Boulevard, Sepulveda Boulevard, and PVB). This would result in viable truck routes in both cities that could cut down on truck travel on restricted streets in Redondo Beach. City staff also corresponded with Torrance staff in March 2024. Unfortunately, no agreeable solution could be found at the staff level.

In light of this, City staff is presenting pragmatic additions to truck routes within Redondo Beach that could allow for better and more enforceable routing of trucks through the City, as shown and numbered in **Attachment 2**. Staff has identified four "gap closure" options that are described below:

1. A new truck route on Del Amo Street from eastern City limits to Prospect Avenue (150 feet), leading to a new truck route on Prospect Avenue between Del Amo Street and Torrance Boulevard.
2. A new truck route on Camino Real from eastern City limits to Prospect Avenue (0.25 miles), leading to a new truck route on Prospect Avenue between Camino Real and Torrance Boulevard.
3. A new truck route on Palos Verdes Boulevard between eastern City limits to Prospect Avenue (750 feet), leading to a new truck route on Prospect Avenue between PVB and Camino Real. This option requires #2 to also be recommended.
4. A new truck route on Palos Verdes Boulevard between eastern City limits and PCH (0.6 miles), which connects to the existing truck route on PVB in Torrance on both sides of Redondo Beach.

Staff are not recommending any particular truck route at this time but is only identifying options to support a meaningful discussion in light of potential future action by the City Council. Only a decision of City Council will

determine whether or not modifications are made to the City's truck route network. There is no single proposed route that could be designated and avoid residential areas and schools, but these routes are shown as pragmatic, best-case solutions in light of the gaps in designated truck routes coming from neighboring jurisdictions. Impacts to other user groups on these streets would need to be studied and corrective measures may need to be implemented. Adding these will remove the city boundary "dead-ends" that are making enforcement difficult and non-productive once trucks enter Redondo Beach. Staff has identified these routes as potential gap closures to designated truck routes, since they represent the best options for gap closure that are available to guide trucks to their destinations. The addition of truck routes along the aforementioned streets would provide a better path of travel for trucks without stranding them at City limits.

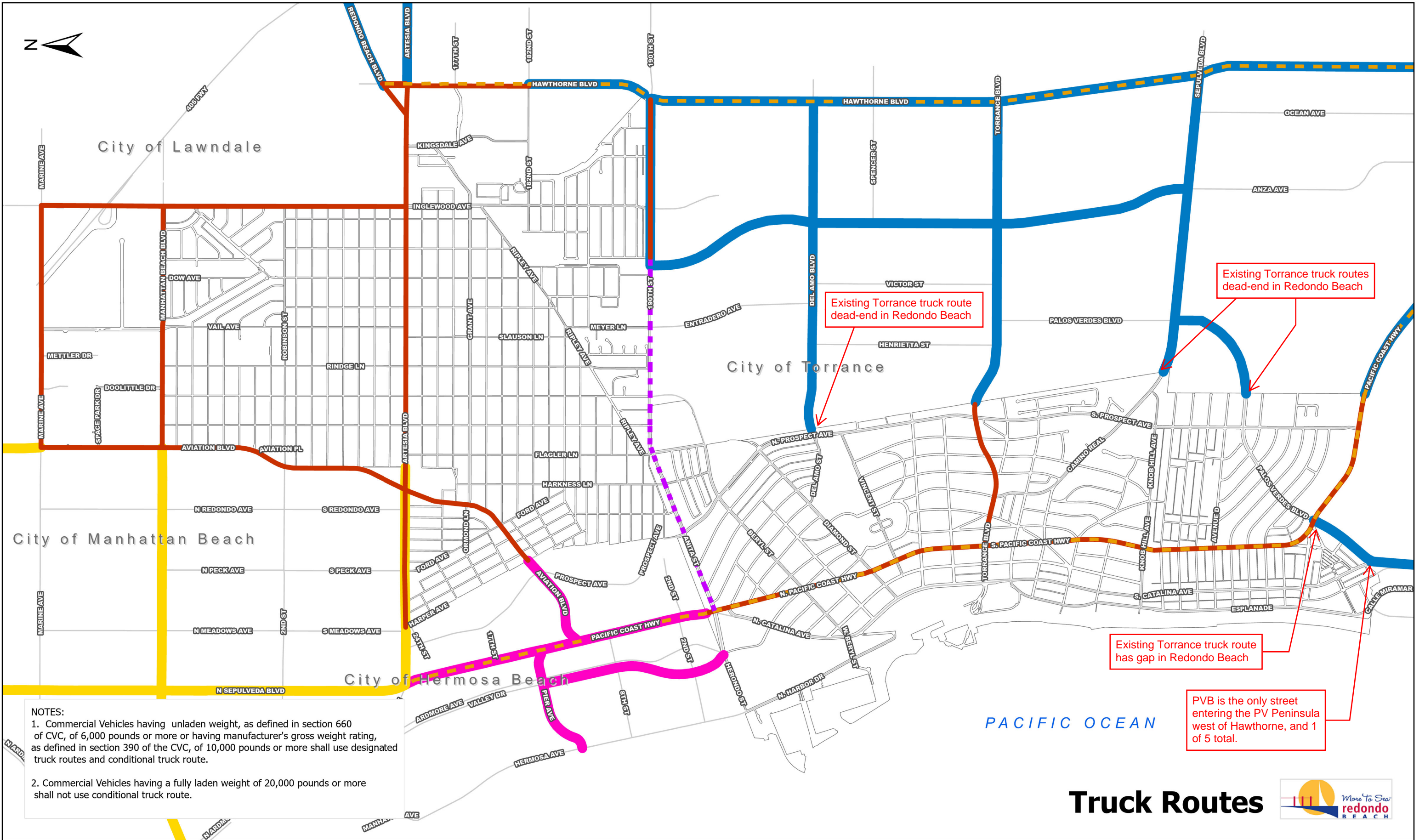
It should be noted that truck route violations would remain challenging to enforce for RBPD if there are any truck routes that dead-end at the City boundary. In addition, the existing street network results in Palos Verdes Boulevard being the only street into the Palos Verdes Peninsula west of Hawthorne Boulevard, which is why it is a truck route in Palos Verdes Estates.

COORDINATION

Coordination of this report took place within the Public Works Department, with RBPD, and with the City Attorney's Office. Communications took place with City of Torrance staff. Noticing for this item took place via social media, announcements, and email from the Councilmembers for District 1 and District 2. Three (3) electronic message boards showing the meeting topic, time, and location were placed facing westbound Palos Verdes Boulevard, northbound Prospect Avenue, and southbound Prospect Avenue. Public feedback was received prior to the posting of this agenda item and can be found in **Attachment 3**.

ATTACHMENTS

- 1 - Existing Truck Routes
- 2 - Proposed Truck Routes
- 3 - Public Feedback Received Prior to Agenda Posting



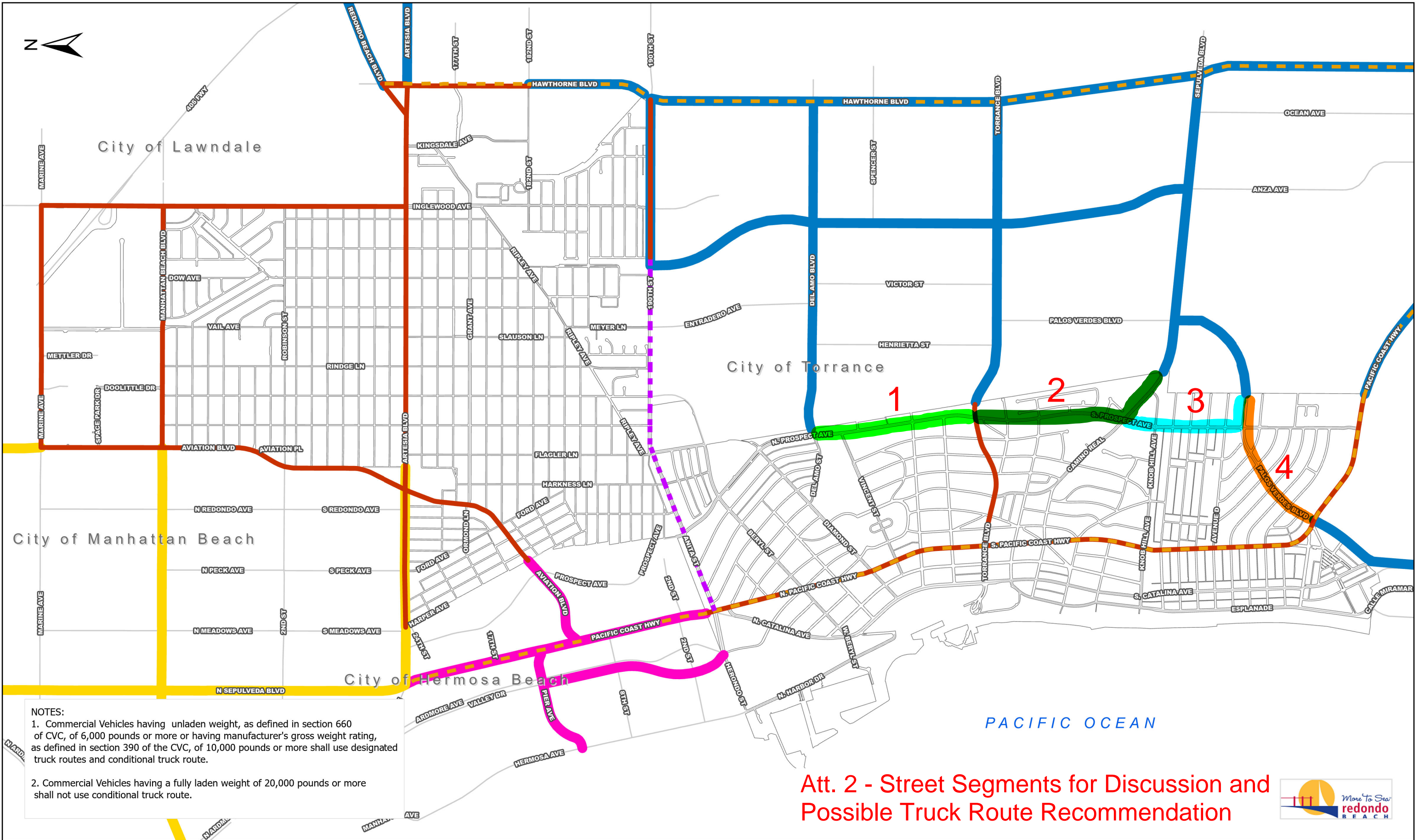
NOTES:

- Commercial Vehicles having unladen weight, as defined in section 660 of CVC, of 6,000 pounds or more or having manufacturer's gross weight rating, as defined in section 390 of the CVC, of 10,000 pounds or more shall use designated truck routes and conditional truck route.
- Commercial Vehicles having a fully laden weight of 20,000 pounds or more shall not use conditional truck route.

- - - Conditional Truck Route Redondo Beach
- - - State Truck Route
- - - Truck Route Manhattan Beach
- - - Truck Route Redondo Beach
- - - Truck Route Hermosa Beach
- - - Truck Route Torrance

Truck Routes





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 2. Commercial Vehicles having a fully laden weight of 20,000 pounds or more shall not use conditional truck route.

Att. 2 - Street Segments for Discussion and Possible Truck Route Recommendation



- - - Conditional Truck Route Redondo Beach
- - - State Truck Route
- - - Truck Route Manhattan Beach
- - - Truck Route Redondo Beach
- - - Truck Route Hermosa Beach
- - - Truck Route Torrance