

City Council on 2026-03-17 6:00 PM - CITY COUNCIL CHAMBER

Meeting Time: 03-17-26 18:00

eComments Report

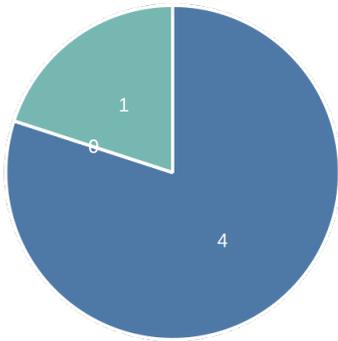
Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
City Council on 2026-03-17 6:00 PM - CITY COUNCIL CHAMBER	03-17-26 18:00	72	5	4	0	0

Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment

Support (80%) Oppose (0%) Neutral (0%)
No Response (20%)



City Council on 2026-03-17 6:00 PM - CITY COUNCIL CHAMBER

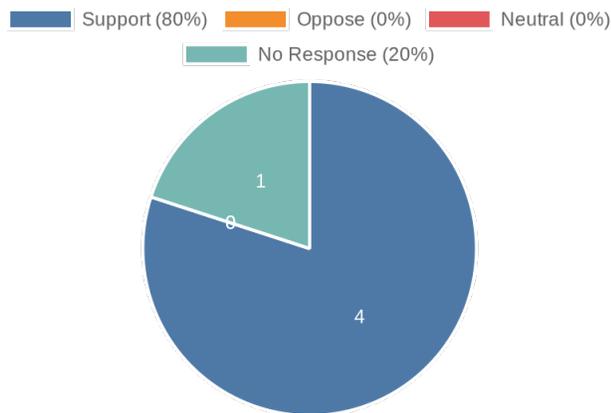
03-17-26 18:00

Agenda Name	Comments	Support	Oppose	Neutral
H.7. 26-0233 APPROVE A FUNDING AMENDMENT FOR PROJECT #9200000000M550213 BETWEEN THE CITY OF REDONDO BEACH AND THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR THE REDONDO BEACH AVENUE BIKE IMPROVEMENTS AND PEDESTRIAN SAFETY PROJECT	3	3	0	0
J.1. 26-0340 For eComments and Emails Received from the Public	2	1	0	0

Sentiments for All Agenda Items

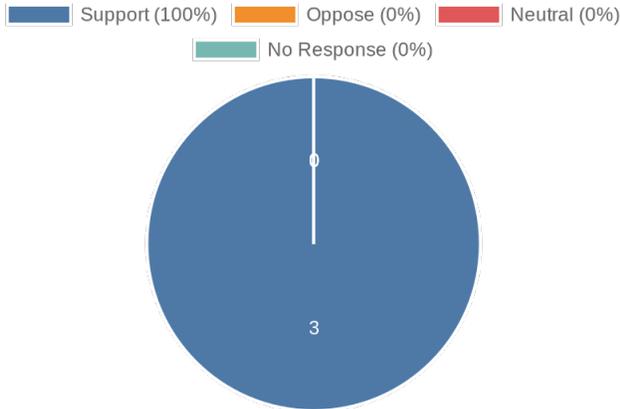
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Overall Sentiment



Agenda Item: eComments for H.7. 26-0233 APPROVE A FUNDING AMENDMENT FOR PROJECT #9200000000M550213 BETWEEN THE CITY OF REDONDO BEACH AND THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR THE REDONDO BEACH AVENUE BIKE IMPROVEMENTS AND PEDESTRIAN SAFETY PROJECT

Overall Sentiment



Brianna Egan

Location:

Submitted At: 5:56pm 03-17-26

I appreciate city staff and council prioritization of high-quality bicycle infrastructure. It's good to see Measure M dollars used to build protected bike lanes. I feel the work of mobility advocates commending and encouraging the city to build out its bike network is being seen and acted upon here!

This project provides safe first-last mile connection to the Redondo K Line Station -- important for residents, visitors, students, and workers in Redondo Beach. Together with BCT route changes, I hope the city can further highlight and enhances our K Line stop and transit services to increase ridership. It is also essential that the city ensures strong first-last mile bike and bus connections between the Redondo Beach Transit Center and future South Bay Galleria K Line station. Redondo knows how to effectively apply for Measure M funds for mobility projects, but work remains on a regional level to get neighboring cities up to par.

Last year, South Bay Forward and South Bay Bicycle Coalition held a Bicycle Block Party and group bike ride along Redondo Beach Ave with Redondo Beach and Lawndale officials for National Bike Month. At that time, we pitched a future Open Streets / CicLAvia event in this part of town and linking to the K Line station. Some day in the future, and perhaps to celebrate these protected bike lanes, I hope the city and regional partners can realize this vision!

Liam Walsh

Location:

Submitted At: 10:06pm 03-15-26

This is an excellent project and great way to rethink how we effectively use space within the public right-of-way. Please prioritize protected Class IV bike lanes on this key connection to the K line station. Linking this up to the North Redondo bikeway will be great and complete a low-stress north/south backbone of safe biking infrastructure thru North Redondo. The current painted bike lane is narrow and subject to being blocked by car

doors or hit by distracted drivers. I've personally clocked drivers exceeding 50 mph on Redondo Beach Ave, so slowing the street down would be a great improvement to safety. The road is often so empty that drivers excessively speed.

I am glad to see the note about adding the fourth missing crosswalk on the east side of the MBB/Vail intersection. I'd also like to see bicycle detection added. Currently when heading north to the metro station on a bike, I have to either hope a car is there to trigger the light, or cross three times to just proceed straight.

Lastly, while this may be outside the scope of this particular project, I would like to see east/west protected bike lanes along Marine Ave since this is also directly at the Metro station and part of the Bicycle Master Plan. It would help connect bicyclists and Metro riders to Lawndale and Manhattan Beach as well.

Christopher Truman

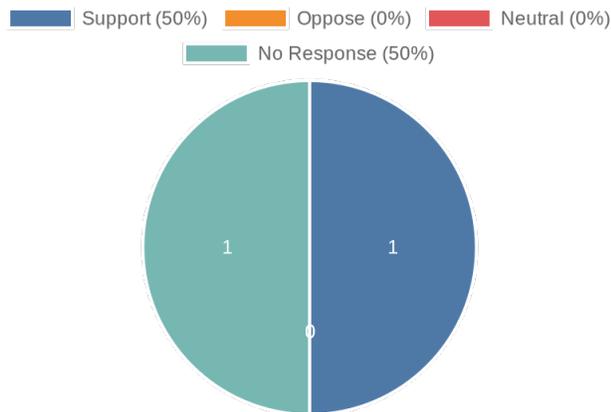
Location:

Submitted At: 9:26pm 03-14-26

So excited to see high quality bike infrastructure in the city! Connecting to the K line would be amazing end to end transit solution!

Agenda Item: eComments for J.1. 26-0340 For eComments and Emails Received from the Public

Overall Sentiment



Executive Director StopBCHD.com

Location:

Submitted At: 9:12pm 03-17-26

Public Comment - Advance notice of Studies of BCHD's Commercial Development Damages to Surrounding 1-Mile Area Residents

Surrounding neighbors commissioned two studies, one of the existing damages caused to residents due to BCHD, and the second a prospected assessment of health and financial damages to surrounding neighbors of BCHD's proposed commercial development on 50% of the public owned land for up to 5 generations of residents.

As a preview, the existing damages within one-mile of BCHD are demonstrated through state-of-art datasets that

BCHD has also used and litigation ready hedonic price modeling. A thorough literature review was conducted and published. Future damages are estimated at \$300M to \$1.7B to the 15,000 residents of the 6,000 properties of the over \$11B portfolio within one mile of BCHD. The estimate is fully supported by peer-reviewed studies and conservative analysis measures.

_ Property Value Devaluation: Based on the \$11 billion dollar portfolio, the total potential equity loss is between \$275 million dollars and \$1.65 billion dollars.

_ Quality of Life Costs: Standardized economic models for severe annoyance and sleep disturbance estimate annual intangible losses exceeding \$30 million.

At BCHD's next Board meeting, we will serve BCHD with notice of the studies and present a proposal for a health and welfare study of the surrounding residents to be funded by BCHD. The study will track the mental and physical health within BCHD's one-mile blast zone of damages beginning prior to demolition and construction and continuing into a predetermined operations period.

If BCHD refuses, it will be obvious that BCHD intends to damage the residents' health and finances. When the study concludes, either with or without BCHD's participation, it will provide both the evidence-based measurement of resident health as a result of BCHD and its commercial developer's actions, and it will provide a litigation-ready study of health and welfare damages to be valued by economic consultants for recovery from BCHD and its private developers.

Barbara Epstein

Location:

Submitted At: 2:30pm 03-17-26

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Thanking Mayor Light for commending our city's friend and angel, Lila, for receiving this very well-deserved recognition.

The good she does, in an often hostile world, has been deeply appreciated.

So sorry I can't be there tonight to help celebrate her.