

BLUE FOLDER ITEM

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.

CITY COUNCIL MEETING AUGUST 19, 2025

N.1 DISCUSSION AND POSSIBLE ACTION REGARDING APPROVAL OF THE CONCEPTUAL PLANS FOR THE REDONDO BEACH BOULEVARD ACTIVE TRANSPORTATION PROJECT AND THE NORTH REDONDO BEACH BIKEWAY EXTENSION TO GRANT AVENUE & MOBILITY HUB PROJECT

APPROVE FUNDING AGREEMENT #9200000000MATC1104 BETWEEN THE CITY OF REDONDO BEACH AND THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY FOR THE REDONDO BEACH BOULEVARD ACTIVE TRANSPORTATION PROJECT

APPROVE AN AGREEMENT FOR CONSULTING SERVICES WITH CRASSOCIATES, INC. FOR AN AMOUNT NOT TO EXCEED \$1,119,485 TO PREPARE FINAL PLANS AND SPECIFICATIONS FOR THE TWO PROPOSED PROJECTS

CONTACT: ANDREW WINJE, PUBLIC WORKS DIRECTOR

- **PUBLIC COMMUNICATION**

From: [South Bay Forward](#)
To: [CityClerk](#); [James Light](#); [Brad Waller](#); [Chadwick B. Castle](#); [Paige Kaluderovic](#); [Zein Obagi](#); [Scott Behrendt](#)
Cc: [Liam Walsh](#)
Subject: Blue Folder Comment Items for N.1 (8/19/25)
Date: Monday, August 18, 2025 5:50:47 PM
Attachments: [RBB MAT Coalition Letter April 2025.pdf](#)
[eComments PW 4.28.25.pdf](#)
[Minutes_042825_PWSC.pdf](#)

Some people who received this message don't often get email from southbayforward@gmail.com. [Learn why this is important](#)

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

Hello Redondo Beach City Clerk and City Council,

We are enclosing the following Blue Folder items for Item N.1 (Redondo Beach Blvd Metro Active Transportation Project and NRBB Extension and Mobility Hub Project) on the agenda for the 8/19/25 city council meeting.

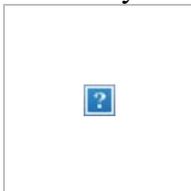
1. Coalition Letter submitted by South Bay Forward and South Bay Bicycle Coalition Plus for the 4/28/25 Public Works & Sustainability Commission Meeting on this item
2. Meeting minutes from the 4/28/25 Public Works & Sustainability Commission Meeting
3. E-Comments received for the 4/28/25 Public Works & Sustainability Commission Meeting

In summary, we thank you for your leadership on safer bike lanes with Class IV bike lanes on the Redondo Beach portion of the Redondo Beach Blvd Metro Active Transportation Project, and ask that you approve this item.

In our coalition letter, we outline opportunities for the Lawndale, Torrance, and LA County portions to be improved with Class IV designs for maximum safety. There is still opportunity to do so in the next few months as the project is at 15% design. We respectfully request that you: a) consider endorsing the design recommendations outlined in our letter and, b) advocate to Lawndale, Torrance, and LA County and direct staff to work with their respective staff on design improvements in their jurisdictions for a fully protected Class IV route from Redondo Beach to El Camino College.

Thank you very much!

South Bay Forward Leadership Team



South Bay Forward
southbayforward.org

We are moving the South Bay LA region forward on housing, transit, and active mobility.



SUBJECT: Redondo Beach Blvd Project Input Letter from South Bay Bicycle Coalition Plus and South Bay Forward

DATE: 4/27/25

Submitted for Public Comment on Item P.3 at 4/28/25 Redondo Beach Public Works & Sustainability Commission, and Item 5 at 5/5/25 Torrance Traffic Commission

Esteemed members of Redondo Beach City Council + Public Works & Sustainability Commission,
Torrance City Council + Traffic Commission,
Lawndale City Council, and
LA County Public Works:

We write to you as constituents and organizations in Redondo Beach, Torrance, Lawndale, and other South Bay cities regarding the [Redondo Beach Blvd Metro Active Transportation project](#) (RBB MAT). This is a multi-jurisdictional active transportation project which will provide a transformative connection between Redondo Beach, Lawndale, Torrance, Alondra Park, Dominguez Channel, and El Camino Community College. We thank you for your diligent work in your cities and your responsiveness to constituents.

RBB MAT is a 3.3 mile active transportation corridor that connects within a half mile to at least 11 parks and eight elementary and middle schools enrolling 4,792 students.¹ The corridor also connects El Camino College which enrolls 21,596 students and employs around 1,500 staff members.² Approximately 27% of El Camino College students reside in Torrance, Lawndale, or Redondo Beach.³ Directly on the route are over 80 businesses, in addition to South Bay Galleria and Redondo Beach Transit Center. This project will provide a vital, continuous route for students to access education, for families to visit parks, for workers to commute to jobs, and for residents to travel across communities. The full length of this project is in the South Bay Bicycle Master Plan which was adopted by seven South Bay cities in 2012, including Redondo Beach, Lawndale, and Torrance (as well as El Segundo, Gardena, Hermosa Beach, & Manhattan Beach).⁴

We strongly support this project and your agency's efforts to implement a connected bikeway connecting our communities. We understand the project is at [15% design stage](#) and will undergo final design over the coming months. At this juncture, we wish to highlight several areas for improvement on the [project's design](#) to deliver safe facilities for all ages and abilities.

We are excited to see Class IV protected bikeways planned throughout the Redondo Beach portion of the project, and believe this standard of safety should be upheld throughout the entirety of the project. The project portions within Torrance and Lawndale currently propose Class II painted bike lanes. Our concern is that the cities of Torrance and Lawndale will be underserved

¹ [California Department of Education, School Profiles](#) - Jefferson, Towers, Washington, Adams, William Green, Carr, Valor Christian, St. Catherine Labouré

² [El Camino College, District Workforce Analysis \(Aug 2023\)](#)

³ [El Camino College, Student Facts and Figures Fall 2023](#)

⁴ [SBBC+ Master Plan](#)



with this design, lacking the safety and mobility benefits conferred by protected bike lanes. Protected bike lanes for the Lawndale and Torrance portions are not only feasible, but they are preferred by those who use bicycles for transportation, with various options available such as Class IV barrier-protected, parking-protected, or two-way cycle tracks. These facilities provide the highest standard of safety for all road users, including pedestrians, cyclists, and people in cars.⁵ High-quality bike lanes boost economic growth by attracting customers to commercial areas.⁶

We strongly encourage Torrance and Lawndale to maximize the benefits of this project to businesses and residents by approving Class IV bike lane designs like those proposed in Redondo Beach. In recent years, Redondo Beach has made the most progress of any South Bay city to build out the South Bay Bicycle Master Plan (at [33% complete](#)) and has seen a growing proportion of residents adopt bikes as a primary or secondary mode of travel. We urge your cities to similarly invest in enhanced mobility infrastructure with Class I and Class IV bike lanes, aligning with the South Bay Bicycle Master Plan and your General Plans (see Appendix). If Class IV bike lanes are infeasible, we suggest enhancing the Class II designs using buffers and green paint for visibility.

At a high level, we ask you to ensure that people of all ages and abilities can comfortably and safely bike from one end of the project to the other. We ask you to consider the benefits of a fully connected, safe corridor for active transportation over minor possible changes to roadways such as loss of underutilized parking spaces. Our cities' transportation needs and populations are changing. In 2021, the South Bay Cities Council of Governments (SBCCOG) identified that 70% of trips within the South Bay are less than 3 miles, residents spend \$1.5 billion annually on gas, and cars are parked 95% of the time.⁷ Bicycles provide a convenient, affordable, and zero-emissions travel mode which can be paired with transit for further distances. Many low-income workers and students in our region rely on bikes and e-bikes as their primary mode of transport.

A network of high-quality bike lanes throughout our cities will enable more people who live and work in the South Bay to use bicycles for transportation, ease traffic congestion, and support local businesses. Continuous protected bike lanes along the corridor will meet this project's goals and satisfy the intent of public investments. Protected bike lanes will also fulfill our cities' commitments to build out the South Bay Bicycle Master Plan, provide alternatives to cars, and reduce vehicle miles travelled (VMT).

RECOMMENDATIONS

As local nonprofit advocacy groups and constituents of your cities, we respectfully ask for the following considerations in the final design: (See cross sections in Appendix for visuals.)

1. **Lilienthal Ln, Ripley Ave, Grant Ave, Redondo Beach Bl to Hawthorne Bl - Redondo Beach**

We strongly support the inclusion of Class IV bike lanes throughout these portions, as well as the Class IV cycle track along Lilienthal Ln and the proposed Inglewood-Grant bike facilities which

⁵ [The Traffic Calming Effect of Delineated Bicycle Lanes, Journal of Urban Mobility \(2024\)](#)

⁶ [Protected bike lanes are good for everyone \(street safety, business, ADA requirements\)](#)

⁷ [SBCCOG Press Release \(2021\)](#)



will provide safe routes to schools and connect other bicycle facilities in Redondo Beach.

2. **190th St (Beryl St to Entradero Ave) EB - Torrance**

This section will provide Torrance residents with a route to travel to and from the beach, grocery stores, and businesses by bike. We recommend switching the location of the parking lane and bike lane so parking is to the left of the bike lane to create a parking-protected Class IV configuration. A wider buffer can also reduce door-zone conflicts.

3. **190th St (Entradero Ave to Anza Ave) EB - Torrance**

Given that no parking is currently permitted along this portion of the street we recommend placing the painted buffer to the left of the bike lane, and adding vertical physical protection to convert this to Class IV with no loss of parking or roadway width. At the approach to Anza, we request the bike lane to continue fully to the intersection, perhaps by narrowing the extra-wide 19.5' center median to make room for a bike lane up to the intersection.

4. **Redondo Beach Blvd (Hawthorne Ave to Prairie Ave) WB/EB - Lawndale/Torrance**

This section will provide vital access to South Bay Galleria, Redondo Beach Transit Center, El Camino College and Alondra Park. We recommend protected bike lanes for greater safety for those travelling along this high-speed street, especially for El Camino College students. Options:

- a. Continue the two-way cycle track from Redondo Beach along the south side of the street to avoid conflicts with the 405 freeway on- and off-ramps located on the north side.
- b. Utilize parking-protected bike lanes, by placing the parking lane to the left of the bike lane.
- c. Where feasible, remove parking to achieve protected lanes with better visibility.

5. **Redondo Beach Blvd (Prairie Ave to Dominguez Channel Bikeway) - LA County/Torrance**

This section will include a two-way cycle track on the LA County side and an eastbound bike lane on the Torrance side. This portion will provide a direct connection to the Dominguez Channel Bikeway. In the current design, there is a transition at Ainsworth Ave from the South side eastbound bike lane to the two-way cycle track on the North side.

- We suggest moving the transition to Prairie Ave for a protected cycle track along the full length of Alondra Park abutting Redondo Beach Blvd.

If the transition to the cycle track must remain at Ainsworth, between Prairie and Ainsworth:

- *Eastbound:* We suggest placing the parking lane to the left of the bike lane for a Class IV parking-protected bike lane with vertical protection elements.
- *Westbound:* Adjust lane widths accordingly and add Class IV vertical protection elements.

The bike lanes at the easternmost points terminate at Dominguez Channel, just shy of El Camino College. We strongly urge extending the bike lanes by several hundred meters on Redondo Beach Blvd to Crenshaw Blvd to better connect to Marsee Auditorium and El Camino College.

We wish to underscore the consistency of these recommendations with the Mobility and Circulation Elements in your cities' General Plans (see Appendix). As also reflected in your General Plans, cities have an obligation to provide safer infrastructure for all road users to reduce liability. Cities that have built protected bike lanes see ridership grow by 50 to 100% and beyond.



Protected bike lanes encourage people of all ages and abilities to ride which results in mode shift to ease traffic congestion.

From National Association of City Transportation Officials ([NACTO](#)): “Among adults in the US, **only 6–10%** of people generally feel comfortable riding in **mixed traffic or painted bike lanes**. However, nearly **two-thirds** of the adult population may be interested in riding more often, given better places to ride, and as many as **81%** of those would ride in **protected bike lanes**.”

Furthermore, our children and youth deserve safe infrastructure to prevent crashes and injuries as a growing proportion of students travel to school via bike and e-bike. California State PTA identifies Safe Routes to Schools (SRTS) as an approved [focus area](#), and authorizes local PTAs to [support](#) implementation of traffic calming and bike lanes near schools. This project will benefit over 26,000 students.

To ensure funding constraints do not impede full design and buildout, we suggest exploring cost-saving measures such as coordinating design, construction, and build efforts across cities (with a standardized toolkit and materials for bike lane implementation such as standard rubber parking curbs, dots, paint designs). We also suggest involving community organizations such as our own to foster community goodwill and reduce costs by deploying volunteers to help with quick-build paint, mural, and installation projects.

Additionally, we request your city council members and Public Works departments maintain an openness to meeting with our organizations as we advocate for the above design improvements. We hope to share a productive and supportive dialogue to advance the best possible project.

Finally, we reiterate the importance for your jurisdictions to continue to collaborate as partners on this project for the numerous South Bay residents, students, and business-owners who will benefit from this transformational mobility corridor.

Thank you for your consideration,

South Bay Bicycle Coalition Plus (sbbcplus@gmail.com / sbbcplus.org)

South Bay Forward (southbayforward@gmail.com / southbayforward.org)

Andrew Blackney, Lawndale
Ryan VanMeter, Lawndale
Zaid Ibrahim, Torrance
Andrew Akers, Torrance
Kyle Richardson, Torrance
Mary Simun, Torrance
Arohi Sharma, Torrance
Kenneth Johnson, Torrance

Alex Fineman, Redondo Beach
Brianna Egan, Redondo Beach
Liam Walsh, Redondo Beach
Kevin Leedy, RUHS Student
Brandon Smith, Gardena
Zachary Dean, Manhattan Beach

APPENDIX

General Plan References (emphases ours):

1. [Torrance General Plan Circulation and Infrastructure Element](#)

- Figure CI-5 includes proposed bike lanes on Redondo Beach Blvd and 190th St.
- Pg. CI-37: *Torrance will continue to **coordinate efforts to improve alternative mobility services and facilities**, while providing residents with a **wider range of alternatives to the automobile**. The City will continue to support and encourage **safe and convenient ways for transit riders, pedestrians, and bicyclists to move throughout Torrance**.*
- Policy CI.8.4: ***Provide and maintain a comprehensive system of bicycle lanes to meet the needs of cyclists traveling to all destinations within the City consistent with the Bicycle Master Plan.***

2. [Lawndale General Plan Mobility Element](#)

- Figure M-2 includes proposed bike lanes on Redondo Beach Blvd.
- Complete Streets Action M3a: *When planning roadway facilities, incorporate the concept of complete streets. **Complete streets include design elements for all modes that use streets**, including autos, transit, pedestrians, and bicycles. Complete streets shall be developed in a context-sensitive manner. **For example, it may be more appropriate to provide a Class I bike path instead of bike lanes along a major arterial.***

3. [Redondo Beach General Plan Circulation Element](#)

- Figure 10 includes a proposed bike path along 190th St, and a Ripley/Lilienthal bike route which this project plans to improve as Class IV.
- Pg. 37: *The priority for bicycle and pedestrian planning in Redondo Beach will be to create linkages that fill gaps in the system. Some areas are currently amenable to biking and walking, and various additional improvements have been proposed. The City will focus on **improving connections for bicycles and pedestrians in this system so that existing and planned facilities will operate effectively together as a network.***

Project Map



Cross sections from RBB MAT [Alternative Alignments and Facilities Report](#):

190th St Section (Recommendations #2 and #3)

Redondo Beach

Torrance



Figure 24 Proposed Section of Recommended Facilities for 190th Street from Dominguez Park to Lilienthal Lane

Redondo Beach Blvd West Section (Recommendation #4)

Lawndale

Torrance



Figure 30 Proposed Section of Recommended Facilities for Redondo Beach Boulevard, from Hawthorne Boulevard to Ainsworth Avenue

Redondo Beach Blvd East Section (Recommendation #5)

Alondra Park (LA County)

Torrance

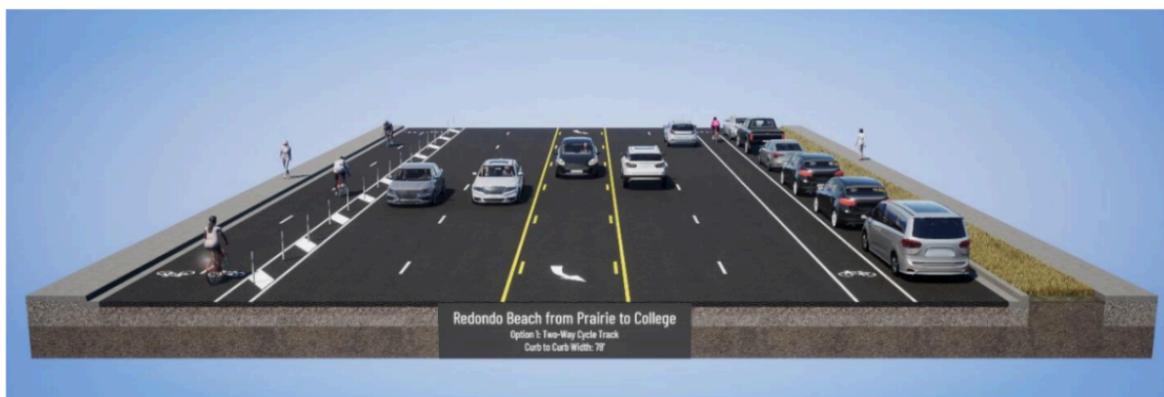
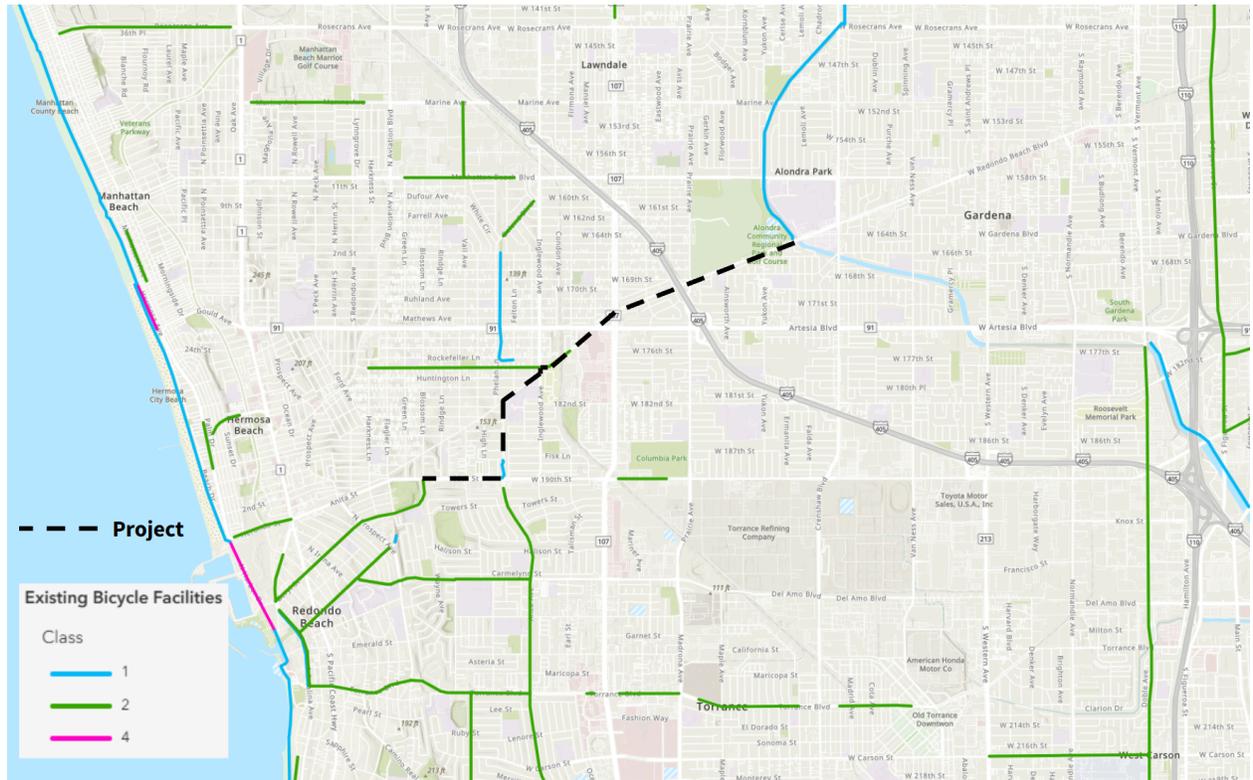


Figure 31 Proposed Section of Recommended Facilities for Redondo Beach Boulevard, from Ainsworth Avenue to Dominguez Channel



Bike lane gaps between current facilities in the South Bay that will be closed by this project



Public Works and Sustainability Commission on 2025-04-28 7:00 PM - CITY COUNCIL CHAMBER

Meeting Time: 04-28-25 19:00

eComments Report

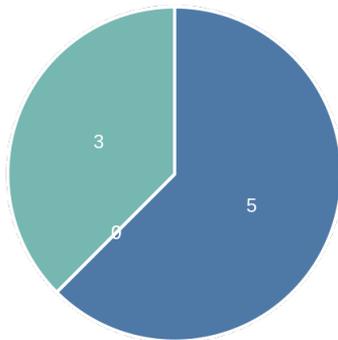
Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
Public Works and Sustainability Commission on 2025-04-28 7:00 PM - CITY COUNCIL CHAMBER	04-28-25 19:00	36	8	5	0	0

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 (62%) Oppose (0%) Neutral (0%)
No Response (37%)



Public Works and Sustainability Commission on 2025-04-28 7:00 PM - CITY COUNCIL CHAMBER
04-28-25 19:00

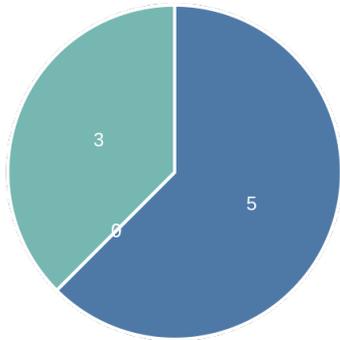
Agenda Name	Comments	Support	Oppose	Neutral
E.1. PWS25-0543 BLUE FOLDER	1	0	0	0
P.2. PWS25-0552 DISCUSSION OF TRAFFIC CALMING MEASURES ON PROSPECT FRONTAGE ROAD (500-600 BLOCK)	1	0	0	0
P.3. PWS25-0553 DISCUSSION AND POSSIBLE ACTION REGARDING THE CONCEPTUAL DESIGN FOR THE METRO ACTIVE TRANSPORTATION GRANT PROJECT FOR THE REDONDO BEACH BL CORRIDOR & THE NRBB EXTENSION TO GRANT AVENUE AND MOBILITY HUB PROJECT	6	5	0	0

Sentiments for All Agenda Items

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

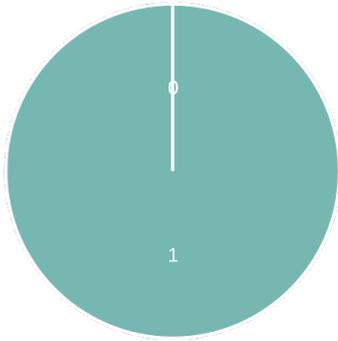
Overall Sentiment

Support (62%) Oppose (0%) Neutral (0%)
No Response (37%)



Overall Sentiment

Support (0%) Oppose (0%) Neutral (0%)
No Response (100%)



Mark Nelson

Location:

Submitted At: 5:58pm 04-28-25

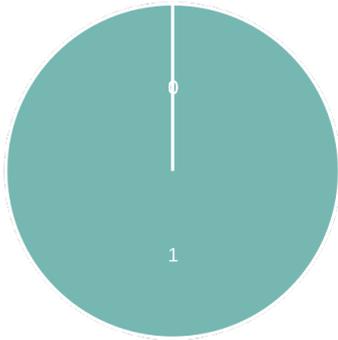
As the resident located at the back of the "T" within the intersection on the Prospect service road across from BCHD, I have potentially 100's or 1000s of hours of security video of wrong way cars and trucks, illegal U-turn, failure to yield by left-turners coming out of BCHD, excessive speed, reckless driving, bus/car/vehicle accidents, and general traffic patterns that could be of use in this process. I made an offer of them to CD3 so the City is amply aware of the heavy monitoring of this intersection. I reiterate the offer to the PWSC and I may choose to provide representative video to the Commission depending on the outcome of this meeting.

Agenda Item: eComments for P.2. PWS25-0552 DISCUSSION OF TRAFFIC CALMING MEASURES ON PROSPECT FRONTAGE ROAD (500-600 BLOCK)

Overall Sentiment

Support (0%) Oppose (0%) Neutral (0%)

No Response (100%)



Mark Nelson

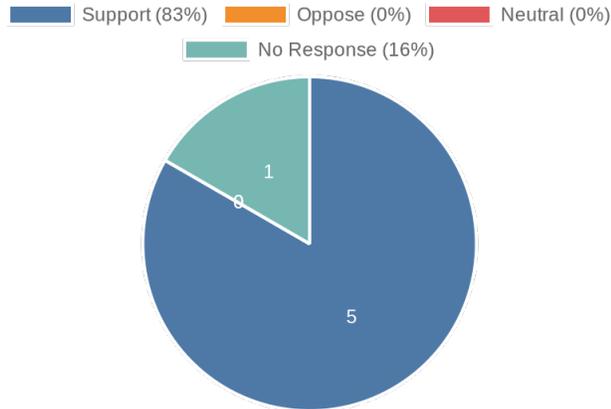
Location:

Submitted At: 2:55pm 04-29-25

Residents have requested the speed data from the City collection effort on the Prospect frontage road, but so far, the City has not responded.

Agenda Item: eComments for P.3. PWS25-0553 DISCUSSION AND POSSIBLE ACTION REGARDING THE CONCEPTUAL DESIGN FOR THE METRO ACTIVE TRANSPORTATION GRANT PROJECT FOR THE REDONDO BEACH BL CORRIDOR & THE NRBB EXTENSION TO GRANT AVENUE AND MOBILITY HUB PROJECT

Overall Sentiment



Ivan Salgado

Location:
Submitted At: 7:47pm 04-28-25

I live in Wilmington but I do occasionally travel down Redondo Beach Blvd, and I think it's one of the best candidates for a protected, Class IV bike lane. For starters, its unique diagonal orientation in an area composed of an orthogonal grid makes it a great shortcut between many places. Then there's the places it connects: El Camino College, the South Bay Galleria, the South Bay Transit Center (which will be home to a K Line station soon), downtown Gardena, and plenty of residential areas. It also serves as an offshoot for more cities to upgrade their bike networks, which is being planned right along Redondo Beach Blvd, farther to the east. Combine this with the area's flat topography and Southern California's near-perfect outdoor weather, and it's a no-brainer that there should be a bike lane here, and yet there isn't one. As the world works to get off of fossil fuels and car dependency, the South Bay shouldn't be left behind. Redondo Beach (the city not the street) has worked hard to get plenty of bike lanes down, and you shouldn't stop on your own namesake street. A Class IV bike lane will make it safer for the people who already bike down Redondo Beach Blvd, and it'll also attract new people to ride their bikes to commute and run errands, reducing traffic and noise, and cleaning the air.

Brianna Egan

Location:
Submitted At: 7:31pm 04-28-25

Hello commissioners, thank you for your excellent work advancing safer streets and bike lanes for our community. I also commend city staff and the city council for championing safer bike lanes. We can celebrate that Redondo Beach has completed 33% of its portion of the South Bay Bicycle Master Plan, more than any other city in the South Bay. It's great to see us continuing this momentum with these projects presented to you today.

Regarding the NRBB Extension to Grant Ave and Mobility Hub: I appreciate the inclusion of native plants and rest areas to create a pedestrian and mobility space within this portion of the city. I would like to encourage the inclusion of benches for people to sit and water stations for people to fill up on water. I appreciate how this project

will connect multiple mobility projects: the NRB Bikeway, the Redondo Beach Blvd Corridor, and the Redondo Beach Transit Center. And (hopefully within a decade) a rail connection.

Regarding the Redondo Beach Blvd MAT Project, I strongly support this project and the inclusion of Class IV lanes in the Redondo Beach portion. I urge you to consider the coalition letter and to consider endorsing the recommended design updates that incorporate Class IV protected lanes in Lawndale and Torrance on 190th and Redondo Beach Blvd in the final design. We understand that staff has been working with other agencies on this and other cities have put up roadblocks to safer bike infrastructure. We are working with advocates in those cities to change this. Please support the recommended design upgrades to city council for the best possible project. Thank you!

Ryan VanMeter

Location:

Submitted At: 6:54pm 04-28-25

Hello, I'm Ryan VanMeter. I live in Lawndale and I ride a bicycle as my main form of transportation. I am in favor of anything that will make riding safer and I strongly support bridging gaps in existing infrastructure. Please support the Active Transportation Corridor because bridging the gaps along Redondo Beach Blvd will create a safe and reliable route for cyclists and will encourage more people to choose to ride bikes.

Devon Hollowood

Location:

Submitted At: 6:09pm 04-28-25

My name is Devon Hollowood and I live in the city of Redondo Beach on 190th St (Anita St). I strongly support the Redondo Beach Blvd Active Transportation Project. Thank you to Redondo Beach for being the lead agency and advancing this transformative project. I would like to advocate for protected Class IV bike facilities across the entire project, including in Torrance along 190th St and Redondo Beach Blvd, in Lawndale on Redondo Beach Blvd, and in LA County/Alondra Park to El Camino College and Crenshaw Bl. This project will be transformative for my family and me because it will allow us to travel around town safely without a car. This means that we can get exercise and engage with our community, and just enjoy the South Bay sun. Protected bike lanes are important to me because they mean that I don't have to worry about myself or my family being hit by cars while we bike. Protected bike lanes also mean that cars don't have to worry about hitting us, nor do pedestrians have to worry about us hitting them, so they reduce stress for everyone, and we could all use a little less stress in our lives! To this end, I ask you to include recommendations from the coalition letter in your motion to the city council. Thank you.

Kenneth Johnson

Location:

Submitted At: 5:57pm 04-28-25

I am a resident of Torrance, but a lifelong South Bay resident and an advocate for safe alternatives to automobiles, including cycling. Redondo Beach and the South Bay in general need to invest in protected Class IV bike lanes to both protect cyclists and encourage more people to ride bikes as an alternative to cars. We live in Southern California. More people would certainly ride bikes to work and school and elsewhere if they felt safe doing so.

Mary Simun

Location:

Submitted At: 11:25am 04-28-25

Hi my name is Mary Simun, and I live in the city of Torrance but ride my bike to volunteer all over the South Bay! I support the Redondo Beach Blvd Active Transportation Project and would like to see fully protected Class IV bike facilities across the entire project, including in my city of Torrance, and in Redondo Beach (where most of my volunteer work is), as well as neighboring cities. I rarely arrive at my destination via bike with out some close calls with cars, and I follow all traffic rules and laws carefully. I have laid out my bike while riding several times to avoid being hit. My friends and colleagues know how dangerous it is to ride in the South Bay, and always urge me to be extra careful and arrive at my destination safely. I should not have to text them when I arrive to reassure them I am safe, but I do, which is indicative of the perils involved in riding a bike in this region. This project will be transformative for me and my friends and family because my bike is my primary vehicle. People should not have

to worry about my safety from the threat of cars every time I hop on my two-wheeler. I hope to be able to get everywhere I need to go safely on the bike, and dispose of my car entirely. I am not able to do that currently: it is unsafe for me to get to many of the destinations where I volunteer via bicycle. Protected bike lanes are important to me because of these reasons, as well as the environmental and health and social benefits of riding in lieu of driving. I also ride to model the behavior for my secondary school students and other volunteers I work with. We must change the "car culture" in Southern California to a bike, skate and walk culture, for countless reasons. I ask you to include the recommendations from the coalition letter (which I signed) in your recommendation to the city council. Thank you for your time and consideration in this matter.



**REGULAR MEETING OF THE PUBLIC WORKS AND SUSTAINABILITY
COMMISSION – 7:00 PM**

H. CALL MEETING TO ORDER

A Regular Meeting of the Redondo Beach Public Works and Sustainability Commission was called to order by Chair Arrata at 7:00 P.M., in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California, and teleconference.

I. ROLL CALL

Commissioners Present: Simpson, Bajaj, Anderson, Vice Chair Beeli,
Chair Arrata, Nafissi (7:43 P.M.)

Commissioners Absent: Tsao

Officials Present: Ryan Liu, Traffic Engineer
Lauren Sablan, City Engineer
Jesse Reyes, Capital Projects Program
Manager/PWSC Liaison

J. APPROVE ORDER OF AGENDA

K. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS

Capital Projects Program Manager Reyes reported Blue Folder items for P.1, P.2, and P.3.

Motion by Chair Arrata, seconded by Commissioner Anderson, to file the Blue Folder items.

Motion carried 5-0 by voice vote. Commissioners Tsao and Nafissi were absent.

L. CONSENT CALENDAR

Motion by Commissioner Anderson, seconded by Commissioner Simpson, to approve the Consent Calendar items.

Capital Projects Program Manager Reyes reported no eComments and no one on Zoom.

Motion carried 5-0 by voice vote. Commissioners Tsao and Nafissi were absent.

- L.1. APPROVE AFFIDAVIT OF POSTING FOR THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING**
- L.2. APPROVE THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING MINUTES FOR THE MARCH 24, 2025 REGULAR MEETING**
- L.3. RECEIVE AND FILE PUBLIC WORKS AND SUSTAINABILITY COMMISSION APPROVED PROJECTS STATUS UPDATES**
- L.4. RECEIVE AND FILE THE MONTHLY UPDATE TO THE CITY'S STRATEGIC PLAN THREE YEAR GOALS AND SIX-MONTH OBJECTIVES ADOPTED BY COUNCIL ON OCTOBER 8, 2024**
- M. EXCLUDED CONSENT CALENDAR ITEMS - None**
- N. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**
- N.1. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

Capital Projects Program Manager Reyes reported a hand raised on Zoom.

Mark Nelson (via Zoom) mentioned in 18 months BCHD is scheduled to begin demolition on the hospital despite the 20 point rejection of funding by its voter owners on Measure BC; stated from late 2026 through 2027, contractors will create traffic noise, particulates vibration and have to dispose of a number of toxics, including asbestos, industrial power plant waste, medical biohazard, medical nuclear waste, buried fuel tanks and contaminated soil; stated during Beach Cities' 400 foot long, \$2 million bike lane project they queued up prospect frontages from 400 to 600 due to a lack of advanced planning and no oversight; mentioned BCHD is also proposing 200 units of senior housing on the site and needlessly demolishing the hospital; opined they will damage the health, safety and quality of life of the surrounding neighborhoods; noted this will go on for 5 to 10 years; spoke of all the hazards they will create with this project; urged the Commission and Public Works to intervene early and seek input from the surrounding one half mile of residents before approving any permits or traffic plans for BCHD.

Capital Projects Program Manager Reyes stated no other eComments or anyone on Zoom.

- O. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None**
- P. ITEMS FOR DISCUSSION PRIOR TO ACTION**
- P.1. FOLLOW-UP DISCUSSION OF LONG-TERM INTERSECTION IMPROVEMENTS AT RIPLEY/HUNTINGTON/PERKINS**

Traffic Engineer Ryan Liu provided a PowerPoint presentation on the item which included:

- Background
 - PWSC discussed on 6/23/23 and City Council approved on 10/3/23 an all-way stop at Ripley/Perkins
 - Huntington and Perkins in design for street rehab
 - PWSC discussed, on 3/24/25, staff's proposed long-term improvements.
 - City staff modified proposed changes based on resident input
- Issues
 - West bound Ripley stop is too far from actual all-way stop at Perkins
 - East bound Huntington path of travel conflicts w/ WB Ripley
 - All-way stop contains 4 approaches that do not face each other
 - Unnecessary roadway area causes confusion
 - City originally proposed Huntington as one-way westbound
 - Resident concerned w/ rearward visibility from Ripley
 - PWSC provided additional feedback
- Revised Solution
 - Move westbound Ripley stop to Perkins
 - Realign southbound Perkins with curb extension
 - Realign eastbound Huntington with curb extension
 - Expand island with landscaping
- Marked Crosswalk Across Ripley
 - Not recommended
 - Requires ramp on south side of Ripley
 - Encourage crossing at Inglewood or Felton
 - No entrance to school at Perkins
- Available Alternatives
 - Recommend staff advance design to realign Ripley/Perkins/Huntington approaches with curb extensions and island modifications
 - Do not modify island and curbs beyond minimum standards
 - Other options as determined by the PWSC

Commissioner Bajaj asked for clarification on the plan for a new marked crosswalk at Ripley and Inglewood; asked if the crossing guard would still remain at the current crossing.

Traffic Engineer Liu commented that he believes that to be correct, that the crossing guard will remain at the Felton intersection; he does not know of any plans to move that crossing guard and mentioned they have a proposed raised crosswalk at Inglewood.

Commissioner Anderson asked about the bulb-outs on Ripley and if they are there to mitigate speed; asked if there is evidence of people jaywalking across Ripley.

Traffic Engineer Liu answered yes regarding the bulb-outs on Ripley; reported they do not have hard data for the jaywalking but it is a legal crosswalk so pedestrians are welcome to cross there; stated if more signage is needed or a need to close out that crosswalk becomes apparent they will revisit the issue.

Capital Projects Program Manager Reyes reported no other eComments or anyone on Zoom.

Motion by Commissioner Bajaj, seconded by Commissioner Beeli, to accept Staff's recommendation.

Motion carried 5-0. Commissioners Tsao and Nafissi were absent.

Vote by Roll Call:

AYES: Simpson, Bajaj, Anderson, Beeli, Chair Arrata

NOES: None

ABSENT: Tsao, Nafissi

P.2. DISCUSSION OF TRAFFIC CALMING MEASURES ON PROSPECT FRONTAGE ROAD (500-600 BLOCK)

Traffic Engineer Liu gave some background on the item; stated Councilmember Kaluderovic had a District 3 meeting in December 2024, which brought up residents' safety concerns of speeding and cut through traffic on the Prospect frontage road; showed a slide from his presentation that explained the setting of the street and traffic patterns of the area; noted there were also concerns on the main line of Prospect and they collected data in advance of that meeting which he showed on a slide; explained that the shrubs that line the street had to be removed and now the street is more exposed and the noise levels are higher; mentioned a desire for crash protective measures to be taken; presented a slide with actionable items which included:

- Staff/Council Action Since Neighborhood Meeting
 - (2) Sample plants installed (time needed to grow plants)
 - Engineering researching of cost and feasibility of sound and crash mitigation
 - D3 CM requested Rbfd to reduce siren noise
 - D3 CM requested RBPD enforcement and radar for mainline
 - Staff measured 16,000 vehicles per day and 42 mph (85th percentile speeds) on mainline Prospect
- This Agenda Item
 - Pertains to traffic-related measures along frontage road

- Speed cushion request and referral per City's Speed Cushion Policy
- Frontage road access control modification (trial) – notice sent to residents
- Speed Cushion Request (Frontage road)
 - Speed Cushion Policy and forms provided to residents (Dec 2024)
 - Staff received and verified 18 signatures of 27 total (Jan 2025)
 - Staff proceeded with engineering study per Policy
 - Speeds and volumes collected (Feb 2025)
 - Frontage road meets general speed cushion criteria
 - Does not meet 32 mph threshold
 - Per Speed Cushion Policy, City staff cannot recommend speed cushions along the 500-600 Prospect frontage road

Traffic Engineer Liu stated after Councilmember Kaluderovic was informed, she referred the request to the PWSC for discussion; noted that city streets not meeting Speed Cushion Policy thresholds is common; mentioned if the Policy thresholds were met, three potential speed cushion locations were identified; paused his presentations to take any questions.

Commissioner Bajaj referred to the slide that featured the volumes of vehicles per day; asked if there was any evidence of vehicles cutting through or entering the frontage road going to the signal and then entering back onto Prospect or not complying with the "Do Not Enter" sign.

Traffic Engineer Liu stated he does not have that data; reported their data was just a simple tube measurement of speed and volumes.

More discussion followed on the amount of vehicles, the ability to track, data retrieval and if the speed cushions are necessary.

Commissioner Anderson asked if there was any crash data.

Traffic Engineer Liu reported they do not have a lot of crash data on frontage road; noted there is some history of crashes on the mainline as is typical for a street of that functional class.

Chair Arrata asked what the observation times were for the data collection.

Traffic Engineer Liu stated the tubes were laid down for 7 days and referred to the chart; noted it was between February 18 – 24 for 24 hours each day.

Traffic Engineer Liu continued with the presentation:

- Frontage Road Access Control – staff suggestions for Commission to

recommend for City Council to approve.

- No inbound access at BCHD signal
- Reduce potential conflicts
- Easy to test (3-month)
- CIP project to permanentize
- Affects residents the most (negative impact)
- All traffic must enter at either Beryl or Diamond sides (negative impact)

Traffic Engineer Liu stated staff does not have any recommendations but they are offering a proposal that could be tested if the Commission chooses to recommend it.

Chair Arrata invited public comment.

Bernard Dubois, 513 Prospect Ave, stated he could give a free evaluation of who uses that street and how unsafe it is for cyclists as well as pedestrians and vehicles; explained the use of the streets and that drivers disregard the signs that say “Do Not Enter” or “One Way”; suggested blinking signs that flash; noted that the sign is really high and drivers don’t seem to see it; mentioned other avenues drivers take to avoid stop lights and can be dangerous; mentioned the proposal could be effective but unsure; agreed with the need for foliage and a guard rail as discussed; spoke of situations and incidents he has witnessed.

Julie Hernandez, 611 Prospect, spoke of the plants and bushes dying and how discouraging it is to see their street look so devastated; mentioned times where dead trees were left until they called the City to pick them up; asked that more mature plants or bushes are planted so they don’t have to wait years for them to fill in.

Darryl Boyd, 521 N. Prospect, spoke of the privacy and noise reduction the shrubs provided when he first moved to the home; stated due to the senior living facility close by they have to hear sirens multiple times a day plus the traffic due to the lack of bushes and trees that have been taken out; mentioned it is like an echo chamber non-stop; hoped the situation could be escalated and expedited soon.

Mark Nelson (via Zoom), 511 N. Prospect, stated he has filed a counter proposal as a comment on shutting off the entrance to the street at Beach Cities; noted that due to a criminal activity, Redondo Beach police had advised him to put in a heavy security system; stated he has hours of video of the wrong-way drivers, the turns, and the illegal U-turns drivers do if the Commission would like it; reported that he has seen eight hit and runs in front of his house and spoke of the difficulties of the area; asked the Commission to take a look at what he submitted.

Capital Projects Program Manager Reyes reported no eComments and no one on Zoom.

Commissioner Bajaj stated what he is hearing is the lack of compliance for the one-way segment and then the noise issue; mentioned he hasn't heard of any reason to install speed humps but maybe there is a way to come up with some enhancements to reduce the lack of compliance on the one-way segment; gave some other suggestions for the area.

Traffic Engineer Liu stated maybe they could put in a striped bulb-out.

More discussion followed on the challenges of the area and what possible solutions they could consider.

Motion by Commissioner Bajaj, seconded by Commissioner Anderson, for the only action to be taken at this time to be some type of a bulb-out treatment for northbound Little Prospect, reinforcing the one-way, and then keeping the noise concerns as a separate discussion to be continued with City staff.

Mike Klein, Deputy Director of Operations for Public Works, reported the City is test planting a couple of plants along the island, mentioned a plant called the Wax Myrtle; spoke of using those plants and trying to obtain them at 6ft so they grow to about 8 to 12 ft; stated it will create a plant barrier and should help out with the noise; reported they have those ordered and gave some detail on what they are planning for the area.

Commissioner Anderson asked about the item in the agenda regarding the permanent CMU wall and felt it should follow under Prop 218 since it is solely for the benefit of the residents of that area and if that is the case, it would be assessed at a tax for those residents; agreed that the plants would provide the privacy and sound barrier the residents are hoping for with the issues they are having on the mainline.

Capital Projects Program Manager Reyes interjected by stating there is a BRR on this exact question regarding the wall and the landscaping that will be going to the City Council as part of their budget packet.

Amended motion by Commissioner Bajaj, seconded by Commissioner Anderson, to have staff explore a striping treatment for the northbound Prospect frontage road approaching the signal at Beach Cities driveway.

Motion carried 6-0. Commissioner Tsao was absent.

Vote by Roll Call:

AYES: Simpson, Bajaj, Anderson, Beeli, Nafissi, Chair Arrata

NOES: None

ABSENT: Tsao

P.3. DISCUSSION AND POSSIBLE ACTION REGARDING THE CONCEPTUAL DESIGN FOR THE METRO ACTIVE TRANSPORTATION GRANT PROJECT FOR THE REDONDO BEACH BL CORRIDOR & THE NRBB EXTENSION TO GRANT AVENUE AND MOBILITY HUB PROJECT

Traffic Engineer Liu presented a PowerPoint which included:

- NRBB Extension (Felton to Inglewood)
 - Construction contract awarded on 3/18/2025 to extend the N. Redondo Beach bikeway (NRBB) from Felton Ln to Inglewood Ave.
 - More walking and biking expected along the NRBB
 - City is looking to connect the future terminus at Inglewood with other corridors and destinations.
- Metro Active Transportation Grant
 - \$6.6 million grant from LA Metro to construct bike/ped improvements along Redondo Beach Blvd corridor between El Camino CC and Dominguez Park.
 - Project has completed 15% design
 - Community Outreach (2022 – Present)

Traffic Engineer Liu featured a design slide of the project and gave details and explanations.

- NRBB Extension + Native Planting Mobility Hub
- City Staff Comments
 - Featured 10 suggestions for the area and showed the types of plants they are considering
- Next Steps
 - PWSC discussion and/or recommendation. City Council to approve.
 - Coordinate design at Inglewood/Grant intersection to complement other City projects
 - Secure additional funding, sign agreements with Lawndale, Torrance, LA County

Chair Arrata invited public comment.

Liam Walsh, District 5 and volunteer for the South Bay Bicycle Coalition, stated he is looking forward to this project happening; noted that most of the El Camino college student body lives in Torrance, Lawndale, and Redondo and many are likely to ride to school; stated the completion of the project would bring the percentage from 34% to 40% complete citywide of the overall master plan; hoped for protected bike lanes throughout the project but understood they have to work with other jurisdictions; stated that on behalf of the South Bay Bicycle Coalition along with other undersigned folks,

they submitted a letter (had extra copies if needed) in support of the project but they outlined a few improvements they would like to see implemented; mentioned the segment that goes along the Galleria and asked if there could be any temporary routing through Kingsdale and Artesia.

Motion by Commissioner Anderson, seconded by Chair Arrata, to receive and file the letter brought by Liam Walsh.

Motion carried by voice vote 6-0-1. Commissioner Tsao was absent.

Commissioner Bajaj asked Liam Walsh how the City of Torrance has reacted to his request.

Liam Walsh hopes that everyone can work together; deferred to the City staff on Torrance's reaction to the project.

Aaron Altamura, Torrance resident, stated he is excited about the project but deeply disappointed that the Class 2 bike lanes are being proposed; felt that protected bike lanes are needed and it is an opportunity to save lives.

Alex Feinman, District 3, stated he is there on behalf of South Bay Forward, to voice their strong opinion for the Redondo Beach Blvd active transportation project; reported he is a frequent biker; thanked the City for taking the lead on this project; mentioned he is there to advocate for fully protected Class 4 bike lanes across the entirety of the project; focused on the safety they provide.

Capital Projects Program Manager Reyes reported six eComments all in support and no one on Zoom.

Commissioner Anderson asked Traffic Engineer Liu if there are any parallel examples of the mobility hubs.

Traffic Engineer Liu reported there is not a lot of precedent for this around their region; stated they are dependent on the needs and space available; mentioned many cities in LA surround theirs around their Bike Share but Redondo Beach does not have a Bike Share.

Chair Arrata asked what feedback the City is getting from the other jurisdictions.

Traffic Engineer Liu stated he became involved in the project after most of the community engagement was already completed; mentioned Lawndale and LA County are partnering agencies and the City has contracts with them and explained the details of their participation; reiterated that Torrance did not want to partner with the City on this project.

Commissioner Bajaj asked for clarification on what the Commission is being asked on this item.

Traffic Engineer Liu stated a receive and file of the report and a recommendation to City Council as they continue to move forward.

Motion by Commissioner Bajaj, seconded by Commissioner Nafissi, to receive and file the report and for staff to take the recommendation to City Council.

Commissioner Nafissi stated she has two questions; noticed that the City has an art installation and asked what that will look like and how to involve the community.

Traffic Engineer Liu stated as it stands now, they have a location for the art installation but have not had any discussions on what that will look like; mentioned it is independent of the bike lane extension and will not affect that schedule; noted it will not be decided by the engineering staff.

Commissioner Nafissi went on to her next question; questioned whether a water fountain could be installed there or if water installation was not allowed.

Traffic Engineer Liu stated they do want a water fountain but clarified that no water hookups for vendors will be provided; noted they do not want to make it a regional destination for the latest food truck.

Commissioner Beeli inquired about an art piece that was supposed to be placed in North Redondo for the transportation hub.

Capital Projects Program Manager Reyes answered that is in the CIP; noted there were several art projects, murals that were approved by City Council last year; stated the City is working through them and the latest one was the skatepark mural down at the Harbor and the next one scheduled is the Public Works Yard on Catalina and Gertruda; reported that it is being handled by the Community Services Department.

More discussion followed.

Motion carried 6-0. Commissioners Tsao was absent.

Vote by Roll Call:

AYES: Simpson, Bajaj, Anderson, Beeli, Nafissi, Chair Arrata

NOES: None

ABSENT: Tsao

P.4. DISCUSSION AND POSSIBLE ACTION REGARDING COMMUNICATION

WITH THE CITY COUNCIL ON ITEMS TO BE ADDED OR MODIFIED ON THE NEXT STRATEGIC PLANNING SESSION

City Engineer Lauren Sablan mentioned this item is to discuss the strategic plan and is a continuation from the last meeting; stated Commissioner Anderson was able to provide a draft letter for the Commission to review and is part of the agenda; spoke of reviewing the letter tonight and discussing any items the Commission would like to move forward to Council; mentioned the Strategic Planning Session scheduled for the following night and she would like to get any recommendations in writing from this Commission so she can present them at tomorrow's session as a Blue Folder item.

Commissioner Simpson reported he read the letter and felt it was well written and spoke well for the position of the Commission; spoke in favor of submitting it.

Chair Arrata invited public comment; noted the letter is item 4 in the Blue Folder.

Capital Projects Program Manager Reyes reported no eComments and no one on Zoom.

City Engineer Sablan suggested going over the letter in real time; proceeded to go through the letter bullet point by bullet point with the Commission.

Commissioner Nafissi felt the last bullet point needed clarity.

Discussion followed regarding the language of the last bullet point or possibly removing it; suggestions on tracking the progress of Measure FP; future updates being given to the Commission regarding the Strategic Plan.

Liam Walsh, District 5, asked about implementation of a plan on how the City will complete the Bicycle Master Plan in some dedicated timeframe

Alex Feinman, District 3, recommended adding a budget item for the Council to fund a study for protected bike lanes along Prospect Ave; mentioned 11 schools are along that street.

Commissioner Bajaj wanted to address the public comments; felt it is difficult to ask the City Council for a sunset date for implementation of the Bicycle Master Plan; explained his hesitation due to the various levels and details and difficulties needed for the plan; supported keeping the topic in the conversation when it comes to City planning.

More discussion followed with suggestions on how to keep the topic in the discussions; spoke of adding it into bullet point #2 or as its own bullet point; creating a tracking system on the progress of the bike lanes for the public to view.

City Engineer Sablan turned the focus back on editing the letter.

Motion by Commissioner Bajaj to approve the letter as edited, finalized and signed by Chair Arrata tonight, which will be submitted as a Blue Folder item for tomorrow's Strategic Planning Session.

This motion died for a lack of a second.

Commissioner Nafissi suggested a change to read: "Explore opportunities to redirect fire and police facilities repair funding that Measure FP now covers, to pressing Public Works projects or needed CIP projects."

Capital Projects Program Manager Reyes offered a suggestion to make the wording clearer on the letter so that Council knows exactly what they are looking for.

More discussion followed regarding the items noted in the letter and if it was complete and ready for Chair Arrata to sign.

Chair Arrata questioned the need to have her sign the letter. City Engineer Sablan stated if she does not feel comfortable with signing they can send it as a memo instead.

Discussion on having the Chair sign on behalf of the Public Works and Sustainability Commission ensued.

Motion by Commissioner Simpson, seconded by Commissioner Anderson, to approve the edited version of the letter, have Chair Arrata sign on behalf of the Commission, and have staff submit the letter as a Blue Folder item for tomorrow's Strategic Planning Session.

Motion carried 6-0. Commissioners Tsao was absent.

Vote by Roll Call:

AYES: Simpson, Bajaj, Anderson, Beeli, Nafissi, Chair Arrata

NOES: None

ABSENT: Tsao

Q. COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS

Commissioner Beeli wanted an update on his request to Public Works Director Winje about streetlights at certain intersections in North Redondo.

Traffic Engineer Liu stated the City is processing his request with Southern California Edison.

R. ADJOURNMENT

Motion by Commissioner Bajaj, second by Commissioner Simpson, to adjourn the Regular Meeting at 9:02 p.m. Motion carried 6-0. Commissioner Tsao was absent.

The next meeting of the Redondo Beach Public Works and Sustainability Commission will be a regular meeting to be held at 7:00 p.m. on June 23, 2025, 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:



Andrew Winje
Public Works Director

