

## **BLUE FOLDER ITEM**

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### **CITY COUNCIL MEETING DECEMBER 5, 2023**

N.3 DISCUSSION AND POSSIBLE ACTION ON THE DRAFT TRANSIT SERVICES STUDY  
REPORT FOR THE BEACH CITIES TRANSIT SYSTEM

**CONTACT:** CAMERON HARDING, COMMUNITY SERVICES DIRECTOR

- **PUBLIC COMMUNICATIONS**

**From:** Bill Lam  
**To:** CityClerk  
**Subject:** Item N-3 for the 12/5/2023 open session regular council meeting  
**Date:** Tuesday, December 5, 2023 2:28:28 PM

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**(Note: please send all of my comments to all Councilmembers and staff as well)**

So, here's my feedback regarding the proposed changes on the lines that were to be implemented under the Beach Cities Transit Services Study.

**Beach Cities Transit Services Study**

We want to hear from you! Please provide your feedback to Recommendations A-E: **Green = support Red = oppose**

**Recommendation A:** Re-route Line 109 to serve the LAX Automated People Mover and Airport Metro Connector Station in 2025  
**WHY?** Provide direct connection to LAX and other transit services at the new Connector Station.

**Recommendation B:** Straighten Line 109 along Rosecrans and Sepulveda around Manhattan Village Mall  
**WHY?** Addresses rider requests for more direct service, straighter lines mean that travel times will be shorter to reach LAX, few riders use stops on these segments. Line 109 still provides access to The Pointe, Plaza El Segundo, and businesses along Rosecrans Ave.

**Recommendation C:** Consider new summer bus service along Manhattan Beach Blvd. between the Redondo Beach C Line Station and the Manhattan Beach Pier  
**WHY?** Fill in gap after Metro discontinued Line 126, addresses requests from the public to provide service along Manhattan Beach Blvd. serves destinations like Polkwoy Park, Performing Arts Center, and other recreation areas on Manhattan Beach Blvd.

**Recommendation D:** Extend Line 102 south from the Redondo Beach Pier to Veterans Village and re-route Line 109 to terminate at the Pier  
**WHY?** Creates a new transfer hub at the Pier, enabling easier transfers between 102 and 109 and Torrance Transit, provides easier access to the Pier and Veterans Park Senior Center from Line 109, creates one-stop ride for South Redondo students and improves access to the newly opened Redondo Beach Transit Center and South Bay Galleria.

**Recommendation E:** Maintain the Dial-A-Ride services for Redondo Beach and Hermosa Beach with increased marketing and awareness (travel training) programs  
**WHY?** There were no substantial comments about the Dial-A-Ride. The curb to curb system adequately serves the cities.

**Feedback:**

**A:** Support, but is it possible to serve both LAX City Bus Ctr & the People Mover?

**B:** I strongly support this in order to save travel time

**C:** Support but consider making it year round service instead of operating an all day service. On the east end of route extend line from Redondo Beach Sta to El Camino College & Hawthorne Sta which completely replaces the entire former Metro line 126. On west end consider extending line from Manhattan Beach Sta to Main St & 16th St & 17th St & 18th St & 19th St & 20th St & 21st St & 22nd St & 23rd St & 24th St & 25th St & 26th St & 27th St & 28th St & 29th St & 30th St & 31st St & 32nd St & 33rd St & 34th St & 35th St & 36th St & 37th St & 38th St & 39th St & 40th St & 41st St & 42nd St & 43rd St & 44th St & 45th St & 46th St & 47th St & 48th St & 49th St & 50th St & 51st St & 52nd St & 53rd St & 54th St & 55th St & 56th St & 57th St & 58th St & 59th St & 60th St & 61st St & 62nd St & 63rd St & 64th St & 65th St & 66th St & 67th St & 68th St & 69th St & 70th St & 71st St & 72nd St & 73rd St & 74th St & 75th St & 76th St & 77th St & 78th St & 79th St & 80th St & 81st St & 82nd St & 83rd St & 84th St & 85th St & 86th St & 87th St & 88th St & 89th St & 90th St & 91st St & 92nd St & 93rd St & 94th St & 95th St & 96th St & 97th St & 98th St & 99th St & 100th St

**D:** Oppose change, it would be better to keep the current routes as is w/ 102 east-west & 109 north-south.

**E:** Support, but consider adding back line 104 (in orange) between Redondo & Torrance with original alignment & service between C. Mayer (aka Main St) & Hawthorne (aka Main St) which will run only on C. Mayer only running all day/weekday service.

We're proposing to make service more frequent and convenient! Over the next 5 years...

**102** will have more frequent weekday service, more frequent Sunday service, and operate longer on Sundays

**109** will have more frequent weekday service during AM and PM peak periods

Scanned with CamScanner

A. Re-route Line 109 to serve the LAX Automated People Mover and Airport Metro Connector Station in 2025

WHY? Provide direct connection to LAX and other transit services at the new Connector Station.

**My response on recommendation A: I support this proposed change but is it possible to serve both the LAX City Bus Center and the People Mover Station as well?**

B. Straighten Line 109 along Rosecrans and Sepulveda around Manhattan Village Mall

WHY? Addresses rider requests for more direct service, straighter lines mean that travel times will be shorter to reach LAX, few riders use stops on these segments.

Line 109 still provides access to The Pointe, Plaza

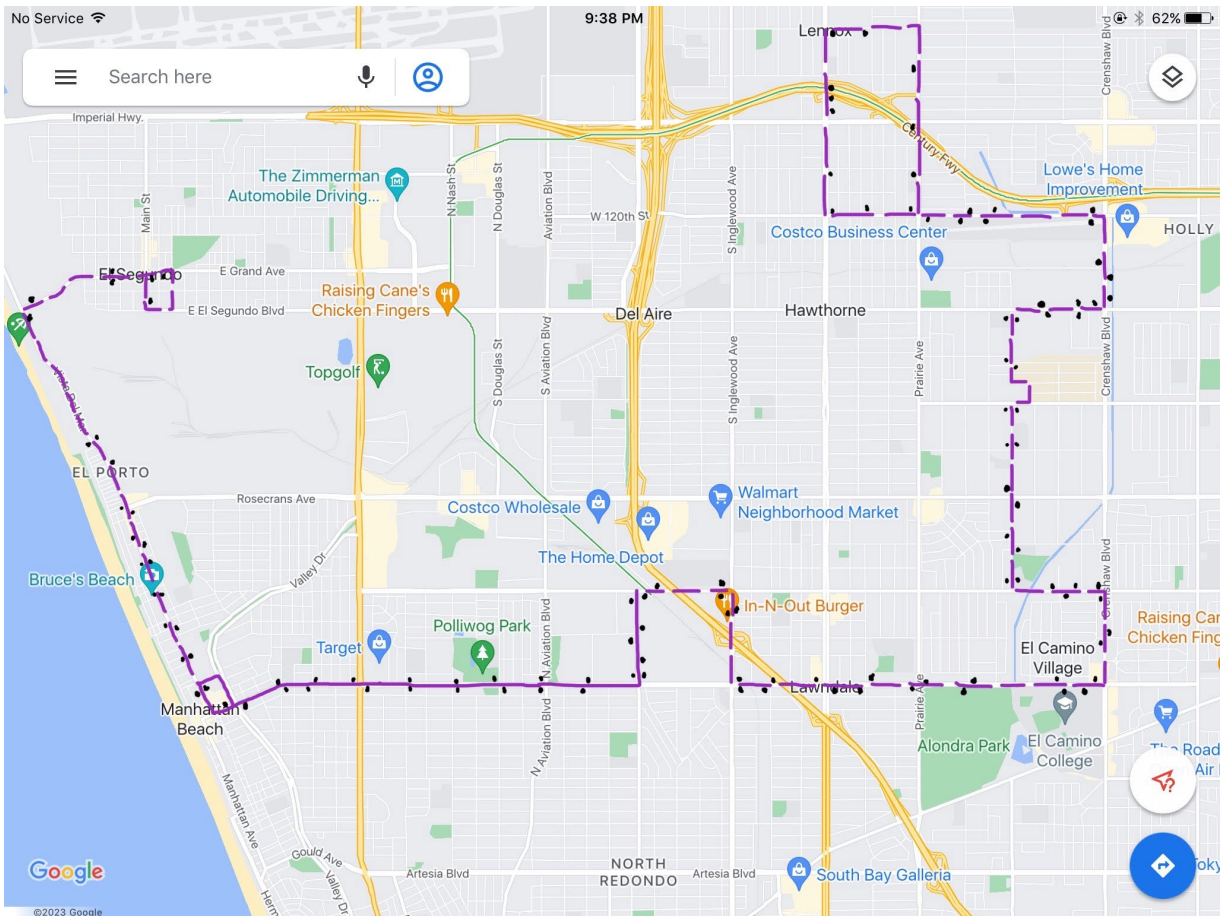
El Segundo, and businesses along Rosecrans Ave.

**My response on recommendation B: I am strongly supporting these proposed changes in order to save travel time**

C. Consider new summer bus service along Manhattan Beach Blvd, between the Redondo Beach C Line Station and the Manhattan Beach Pier

WHY? Fills in gap after Metro discontinued Line 126, addresses requests from the public to provide service along Manhattan Beach Blvd, serves destinations like Polliwog Park, Performing Arts Center, and other recreation areas on Manhattan Beach Blvd.

**My response on recommendation C: I strongly support the change, but consider making the Manhattan Beach Bl bus line a year-round service operating an all-day service. On the east end of the route extend the new Manhattan Beach Bl bus line from Redondo Beach Station to El Camino College and Hawthorne Station via Marine, Inglewood, Manhattan Beach, Crenshaw, Marine, Yukon, 135th, Cerise, 134th, Yukon, El Segundo, Crenshaw, 120th, and the turnaround loop (on 120th, Hawthorne, Lennox, Prairie, and back to 120th). This completely fills the remaining segment of former Metro line 126 east of Redondo Beach Station. On the west end of the route, my proposal on this new Manhattan Beach Bl bus line is to consider extending from Manhattan Beach Pier to Grand@Main in El Segundo via Highland/Vista Del Mar and Grand in order to serve the El Segundo Beach.**



D. Extend Line 102 south from the Redondo Beach Pier to Riviera Village and re-route Line 109 to terminate at the Pier

WHY? Creates a new transfer hub at the Pier, enabling easier transfers between 102 and 109 and Torrance Transit, provides easier access to the Pier and Veterans Park Senior Center from Line 109, creates one-seat ride for South Redondo students, and improves access to the newly opened Redondo Beach Transit Center and South Bay Galleria.

**My response on recommendation D: I strongly opposed these changes because it would be in the better interest to keep 109 service to Riviera Village and the 102-service ending at Redondo Beach Pier in which the focus of this is to make line 109 go north and south and line 102 go east and west. Lines 102 and 109 will still serve the Redondo Beach Pier inside.**

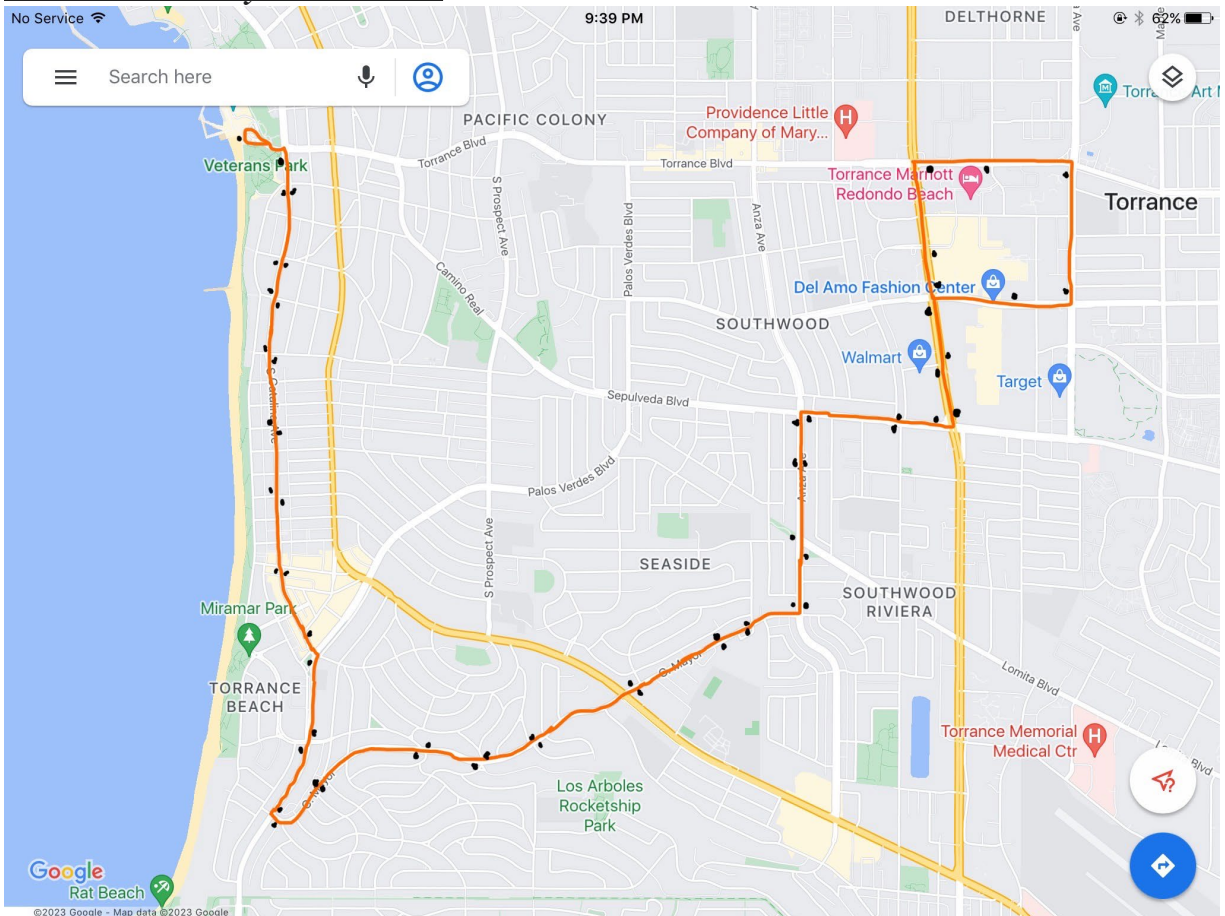
E. Maintain the Dial-A-Ride services for Redondo Beach and Hermosa Beach with increased marketing and awareness (travel training) programs

WHY? There were no substantial comments about the Dial-A-Ride. The curb-to-curb system adequately services the cities.

**My response on recommendation E: I support the recommended changes on the Dial-A-Ride and also my proposal on serving the Torrance neighborhoods of Torrance Beach, Riviera, Southwood Riviera, Seaside, Southwood is to consider restoring back the 104-bus line from Del Amo Fashion Center to Redondo Beach Pier via Hawthorne, Sepulveda, Anza, C.Mayor, Palos Verdes, and Catalina. Between C.Mayor@Calle Miramar and**



**C. Mayor@Via Anita the route will streamline on C. Mayor only instead of going through Calle Miramar, Via Colusa, Calle de Arobles, Paseo de los Reyes, and Via Anita to serve Riviera Elementary School there.**



So, these are my comments on the proposed changes to the bus lines and I want some follow up response feedback based on my own comments regarding about the BCT Transit Study.

Thank you so much for your time

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5 December 2023

Honorable Bill Brand  
Mayor, Redondo Beach  
415 Diamond Street  
Redondo Beach, CA 90277

**Re: N3, Beach Cities Transit Services**

Dear Honorable Mayor Brand, City Council Members, and Staff,

I read the Draft Transit Services Study Report for Beach Cities Transit (BCT) with great interest. Our family uses transit for school/work commutes, errands and recreation. As the Natural Resources Director for League of Women Voters of the Beach Cities and of Los Angeles County, riding transit and taking notes is part of my portfolio of [Natural Resources responsibilities](#). (I am speaking purely for myself, a private citizen.)

[Transportation](#) tailpipe and tire emissions are the largest sources of air and water pollution in our region. Mode shift from private cars to transit would reduce noise and air pollution in our neighborhoods, and spare our coastal waters and marine life from [deadly tire particulates](#)<sup>1</sup>.

A bus route between the Redondo Beach C line station and Manhattan Beach Pier would help fill the gap left by the cancellation of Metro Bus line 126. Running it through the evening will help restaurant and other service workers in the Beach Cities. It would also help reduce peak hour traffic to Pacific ES, MBMS and MCHS. It will provide coastal access to inland residents without bringing more cars through our communities. It will provide seniors who no longer drive access to the beach, services and trains. And last of all, it will allow me to run errands without a car.

I hope Redondo, Hermosa and Manhattan Beach work together to make BCT more useful around our communities. If we run the Manhattan Beach Blvd line year-round; and BCT, MBUSD and RBUSD join the [Metro GoPass Program](#), then BCT will be subsidized by on-going financial support from the California Department of Education and temporary (but renewable!) support from CA and Federal Departments of Transportation. LWV hosted an educational event to learn more about the GoPass program. You can view the [recording on YouTube](#).

Thank-you,  
Grace Peng, PhD

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<sup>1</sup> <https://e360.yale.edu/features/tire-pollution-toxic-chemicals>