

City Council on 2023-09-19 6:00 PM - CITY COUNCIL CHAMBER

Meeting Time: 09-19-23 18:00

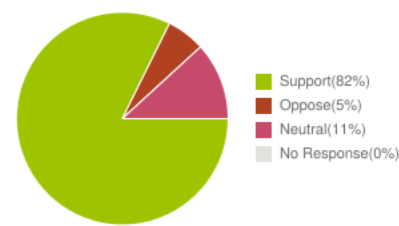
eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
City Council on 2023-09-19 6:00 PM - CITY COUNCIL CHAMBER	09-19-23 18:00	85	17	14	1	2

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

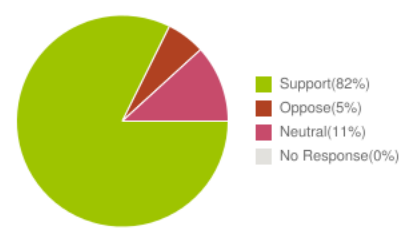


Agenda Name	Comments	Support	Oppose	Neutral
N.1. 23-6794 DISCUSSION AND POSSIBLE ACTION ON THE CITY'S POSITION ON THE PROPOSED LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) C (GREEN) LINE EXTENSION TO TORRANCE PROJECT AND THE CONTRIBUTION OF FUNDS FOR CHARTERING A BUS TO THE OCTOBER 26, 2023 METRO BOARD MEETING	17	14	1	2

Sentiments for All Agenda Items

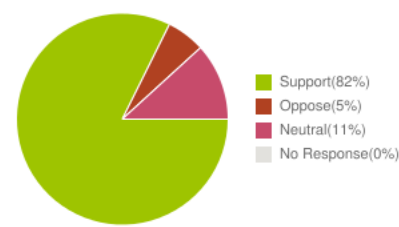
The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

Overall Sentiment



Agenda Item: eComments for N.1. 23-6794 DISCUSSION AND POSSIBLE ACTION ON THE CITY'S POSITION ON THE PROPOSED LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) C (GREEN) LINE EXTENSION TO TORRANCE PROJECT AND THE CONTRIBUTION OF FUNDS FOR CHARTERING A BUS TO THE OCTOBER 26, 2023 METRO BOARD MEETING

Overall Sentiment



Maricela Guillermo

Location:
Submitted At: 9:45pm 09-19-23

We strongly support the city's decision to charter a bus to the October 26, 2023, Metro Board Meeting to demonstrate our commitment to our residents.

Redondo Beach is a small town, and we believe that our neighbors should not have any type of rail so close to their homes. After reviewing the submitted comments, it's clear that some supporters' reasons are driven by self-interest.

I believe there are larger cities in Los Angeles County that could be given priority for this type of rail project over Redondo Beach. I support the NO-build project option or only the Hawthorne option plan.

Once again, we strongly support the city's decision to charter a bus to the October 26, 2023, Metro Board Meeting. Let's work together to preserve our communities.

Ike Flaherty

Location:

Submitted At: 9:33pm 09-19-23

I wholeheartedly support the Metro C/K line extension, as it will serve countless Redondo Beach citizens, it will greatly service the people in our community, it will make trips to LAX far more convenient as well as better connecting Redondo to future high speed rail implements. I would also like to add that the grade separated extension of ROW option is the best as its cheaper, serves Redondo better, and any concerns over safety and environment will inevitably be met through rigorous review later down the line. The Hawthorne option is not preferable to a ROW extension, but it is still better than no build.

Matthew Lawrence

Location:

Submitted At: 9:27pm 09-19-23

I support the ROW for the Metro C line as it is the most financially viable and unlike the Hawthorne ROW is actually set to go forward. The Hawthorne ROW is not approved by Caltrans and will almost certainly go past the project timeline and budget. Please make the sensible and practical choice.

John Schreiber

Location:

Submitted At: 8:34pm 09-19-23

I support extending a light rail to Torrance but not along the ROW. I am fully FOR the elevated Hawthorne Blvd option and urge you to keep your support for that route. For those who have actually seen the ROW in Lawndale and North Redondo, it is not even the light rail that's a main concern... it's the fact they are keeping the current freight train and moving it even closer to homes. In some cases that's putting a petroleum-carting freight train just 8 feet from people's back fences. They are trying to fit 6 underground jet fuel pipelines, two metro tracks and one freight track all within a 75-foot-wide area (at its narrowest) up against homes.

The Hawthorne also has higher predicted ridership so your "cost per rider" for the project is actually lower for the Hawthorne route. Just because the ROW is "cheapest" and "fastest" during the project buildout, doesn't make it the long-term cheapest, best or easiest.

Also, by the time Metro mitigates the ROW (which we are told will involve doing a "hybrid" plan of trenching under 170th street and 182nd street), plus the litigation that will come from Lawndale and Redondo, the cost and timeframe of Hawthorne is not drastically different for what is a 100-year project for the South Bay.

Tyler Anderson

Location:

Submitted At: 8:28pm 09-19-23

I am strongly in support of an extension of the metro C line into Redondo Beach by whatever means the council sees fit. I used to live in downtown LA, and I had a great appreciation for the flexibility and convenience offered by the metro line. The benefits of not looking for parking, not dealing with freeway traffic, and not worrying about car break-ins or catalytic converter thefts are enormous. I look forward to the day when I can explore the broader LA basin with that same kind of freedom once again.

There are far too many South Bay residents currently tethered to their motor vehicles and at the mercy of gas prices for their daily transportation needs. Those without easy access to personal cars are left with few inexpensive options. A metro extension is good for mobility and accessibility, good for the environment, good for wallets, and good for Redondo Beach.

I am not naive about the short-term pains that such a large construction project will bring. It takes political

courage and an optimistic view towards the future to commit to such a bold plan. But I am confident that the council will do the right thing in the end, and contribute to a South Bay that works for everyone and helps expand transit options beyond the automobile.

Katie Lam

Location:

Submitted At: 7:31pm 09-19-23

I'm a member of district 5 and support the C/K line extension to Torrance. This will further connect our community to the metro light rail & bus network and provide a more compelling alternative to driving to popular destinations including LAX, Santa Monica, and downtown among others. The ROW options are the most economically feasible and have the shortest implementation timeline. They also connect directly with the new Redondo Beach Transit Center. For the community members nearby the ROW, one of the options is fully grade-separated, and all include soundwalls and environmental review process. I believe the city council should help expedite this project to bring more transit alternatives to the South Bay to help reduce traffic congestion and pollution.

Harry Lonsdale

Location:

Submitted At: 5:43pm 09-19-23

I'm writing in strong support of the metro C/K line extension, which will provide greater transit access for the citizens of Redondo Beach. Especially with the other new metro projects such as the planned downtown connection of the K line, along with the LAX people mover, the extension to Torrance would provide greater utility than ever before. Personally, I've driven from South Redondo Beach to LAX many times and wished for a better transit connection so that I could avoid driving through the airport traffic.

Another aspect to think about is the California High Speed Rail line. While CA High Speed Rail realistically will not be completed for a while, it is important for the South Bay to have a stronger connection to LA Union Station, as this will connect more people to not just LA's transit network, but California as a whole.

Spencer Trombley

Location:

Submitted At: 5:42pm 09-19-23

City Council should continue to support the elevated Hawthorne alignment as the ONLY viable choice for the Green Line. The overwhelming support by the majority of residents is to not put a train through the backyards of 40 blocks of homes in multiple beach cities. Metro itself acknowledges the greater benefit to businesses to put the train down a commercial corridor (Hawthorne Blvd) and not a residential one. We can not choose commuter preference over the quality of life of hundreds of residents and families. We support transportation improvement when it doesn't ruin the quality of life for those who live along the ROW. The city should continue representing the vast majority of Redondo residents who don't want lives ruined by a train in our backyard every 4 minutes.

Michael Garlan

Location:

Submitted At: 5:01pm 09-19-23

I strongly urge the council to continue to support the over 1000 households that live along the ROW by strongly opposing the ROW option for the Green Line Extension. I agree that the Hawthorne Elevated Option is the only acceptable build option as it minimizes the impacts to our neighborhoods regarding noise, vibration, safety, and security.

The Hawthorne Elevated Option will have increases ridership ver the ROW option. It will also better serve the soon to be revitalized South Bay Galleria and it's 600 apartment units. Bus connections to the train would be more expeditious with the Hawthorne Elevated Option as busses can be routed more efficiently to stop at the Galleria rather than going out of the way to the Redondo Beach Transit Center.

I also am in favor of the city chartering a bus to the October Metro Board Meeting in October to let the voices of our residents who will be the most impacted by this project be heard by th METRO Board who are the decision makers for this matter.

Sam Chlanda

Location:

Submitted At: 1:01pm 09-19-23

I am writing in support of the Metro C Line extension, which will expand access to the South Bay. I am a Redondo Beach resident and UCLA student and this semester I will be relying on public transit for my school commute. The Metro C Line will connect to existing Metro Rail Lines and make traveling easier for myself and others who rely on public transportation.

Roger Carlson

Location:

Submitted At: 7:48am 09-19-23

I'm writing in favor of the Metro green / C line extension to Redondo and Torrance.

I prefer the route which has the lowest budget and can be built most quickly, and any route which puts a metro terminal at the new redondo beach bus station.

For several years, I commuted from redondo to Pasadena on metro. At the time, silver to gold was the best route for me and took around an hour and 45 minutes. Long waits for the silver line bus and the long walk from the bus to and then a wait for the gold line added a lot to the commute, actual time in motion was only about an hour. Coming home, I'd have to wait for the silver bus on a sidewalk outside of union station, and at night in the wintertime I wouldn't do it, it didn't feel safe. I prefer having the metro terminal at the new redondo beach bus station, to eliminate walks and waits like that. It's safer for passengers to eliminate a long walk between a train terminal and bus station.

For several years, I worked in Oakland and commuted Mondays and Fridays on southwest. Arriving at LAX on Friday night, my wait for an uber, and my ride on the 405, often added up to more time than the flight from Oakland to LAX. It will be great to get to and from LAX on metro.

And it will be great to get to SOFI and BMO Stadium on metro. Parking at Sofi is about \$100 and really slow to get out. I have season tickets to LAFC games at BMO. Parking is \$50 and it would be get to get on metro, get off the 110 at rush hour, and have another beer at the game.

Thanks.

Jonathan Chue

Location:

Submitted At: 7:00am 09-19-23

I support Metro's ROW alignments for the C Line Extension. It is a cost-conscious and realistic option for a much needed solution to ever-growing congestion and pollution. We continue to spend money on road and highway infrastructure projects, yet traffic on the 405 and major thoroughfares is still getting worse. We need to invest in a solution that is actually proven to reduce traffic and that can be sustainable far into the future. And survey shows an overwhelming majority of the public support the ROW option.

Lastly, it is deeply inappropriate for the City Council to even consider using public funds for the tendentious agenda of chartering a private bus to the 2023 Metro Board meeting with the intent of sending as many people as possible to oppose the expansion of much-needed transportation in the South Bay.

Matthew Wehner

Location:

Submitted At: 11:45pm 09-18-23

I recently lived very close to the route being considered for the C line extension project. I strongly support the project on the Right of Way. This is the cheapest and most efficient option to extend Metro service into Redondo Beach and Torrance. The impacts from the trains will be minimal to the community, and the bike/walk path the project will construct will be a great asset for the neighborhood. Metro trains are very quiet where the tracks are elevated in El Segundo and other parts of the county. Cars driving on Inglewood Ave are far louder than the train will ever be. I prefer Metro's "hybrid" option that has no grade crossings and still uses the Right of Way, but also think the original ROW option would be fine. The fully trenched option on the ROW and Hawthorne alignment are both unnecessarily expensive and offer no benefits to transit riders.

I hope Redondo Beach can maintain their position supporting this extension. It will be a great asset to the city. Even for residents who don't regularly take transit, this train will by far be the easiest option for getting to LAX, Sofi Stadium, the Kia Forum, the Intuit Dome, the Coliseum, etc. If Redondo Beach embraces this project, and helps expand Metro, Torrance Transit, and Beach Cities Transit bus service to get people to its station, a lot less people will drive, meaning less traffic for all. In 10 years, people will thank you for supporting the extension if it does get built, but if Redondo Beach is the reason it does not get built, they will blame you for a lack of foresight.

Also, it seems to me like the charter bus might be a waste of funds. The Metro J line or Torrance Transit 4X bus on the 110 freeway will probably be a quicker and cheaper option for Redondo Beach residents to get to this meeting. If those buses don't quite come near you, there is plenty of parking at the Harbor Gateway Transit Center to park and ride.

Brianna Egan

Location:

Submitted At: 10:26pm 09-18-23

I support the city maintaining its support position for the Metro C Line Extension to Torrance. This is a key public investment that will provide tangible benefits to Redondo Beach and the South Bay -- helping to revitalize the land use activation around the South Bay Galleria, providing convenient and reliable transit rides to LAX, Inglewood, and the rest of the Metro system, and ultimately reducing car traffic and pollution for people who travel into and out of the South Bay. This is an important opportunity to invest in our region's transit future. Please see our comment letter from South Bay Forward:

<https://drive.google.com/file/d/1g5P5PXriuAvvylg8iELBQ8LzU4Ch0XD6/view?usp=sharing>

I will reiterate the same comment I provided at the August 8 city council meeting: The city should not be spending public funds to charter a bus to the Metro Board meeting on October 26. Instead, city officials and advocates should ride the bus rapid transit line that serves our region, the J Line, from Harbor Gateway Transit Center to Metro HQ at Union Station. On a Thursday at 10 am the J Line BRT will be much faster than even the Express Lanes on the 110 freeway. Please utilize our public transit system to support public transit.

Ed Zeng

Location:

Submitted At: 9:34pm 09-18-23

I oppose the Hawthorne elevated alignment because it will greatly slow down the project. The proposed alignment by Metro along the right-of-way is far less expensive than the Hawthorne alignment; An entire billion dollars cheaper, specifically (1.96B vs 2.96B). If the Hawthorne alignment is chosen, Metro will need to acquire far more funds, and this project will be set back and pushed away from the people of the South Bay who depend on public transit. The experience that would be gained with the construction of this extension not only benefits the South Bay, but will benefit the entirety of Los Angeles County as a whole, as experience makes it far easier to construct new projects.

Also, using public funds to bring people to oppose a transit project is unacceptable. I highly urge the city to take the position that will help with and not hinder the needs of the public.

Christine Ng

Location:

Submitted At: 3:29pm 09-18-23

I support the C-line extension to reduce the number of cars on our streets. Although the C-line Elevated Hawthorne Alignment is more expensive, it is also most beneficial in the long-term giving access to businesses on both sides of Hawthorne Blvd and Artesia Blvd. My next preference is the trench Metro ROW which will not interfere with pedestrian or car traffic, and provides a good sound barrier to near-by homes.

It is inappropriate for the City Council to use public funds to charter a private bus to 2023 Metro Board meeting with the intend of sending as many people as possible to oppose the expansion of much-needed transportation in the South Bay.

Jeep Suddeth

Location:

Submitted At: 10:35pm 09-17-23

Solid support of the Redondo Beach City Council for routing the C-line elevated on Hawthorne Blvd. Is the only option that shows a commitment to acting in a way that protects the welfare of Redondo citizens who reside next to, and near the R.O.W.