

# City Council on 2023-12-05 6:00 PM - CITY COUNCIL CHAMBER

Meeting Time: 12-05-23 18:00

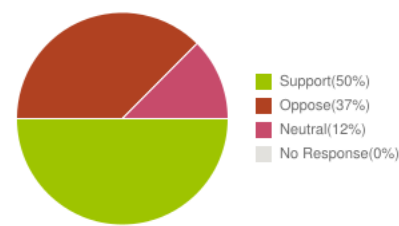
## eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
City Council on 2023-12-05 6:00 PM - CITY COUNCIL CHAMBER	12-05-23 18:00	60	8	4	3	1

### 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

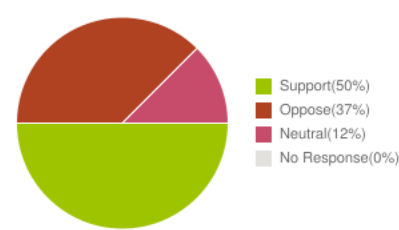


Agenda Name	Comments	Support	Oppose	Neutral
N.2. 23-7126 DISCUSSION AND POSSIBLE ACTION REGARDING POLICE DEPARTMENT EFFORTS TO ENFORCE SAFE E-BIKE USE, FORMING A CITY E-BIKE TASK FORCE, AND APPROVAL OF A LETTER SUPPORTING ASSEMBLY BILL 530	1	1	0	0
N.3. 23-6903 DISCUSSION AND POSSIBLE ACTION ON THE DRAFT TRANSIT SERVICES STUDY REPORT FOR THE BEACH CITIES TRANSIT SYSTEM	4	3	0	1
N.4. 23-7262 DISCUSSION AND POSSIBLE ACTION REGARDING THE INSTALLATION OF ALL WAY STOP CONTROLS AT THE INTERSECTIONS OF CLARK LANE & GOODMAN AVENUE AND CLARK LANE & STANFORD AVENUE	3	0	3	0

Sentiments for All Agenda Items

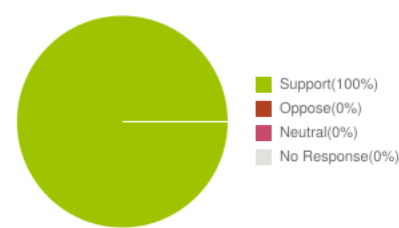
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Overall Sentiment



Agenda Item: eComments for N.2. 23-7126 DISCUSSION AND POSSIBLE ACTION REGARDING POLICE DEPARTMENT EFFORTS TO ENFORCE SAFE E-BIKE USE, FORMING A CITY E-BIKE TASK FORCE, AND APPROVAL OF A LETTER SUPPORTING ASSEMBLY BILL 530

Overall Sentiment



Brianna Egan

Location:  
Submitted At: 6:32pm 12-05-23

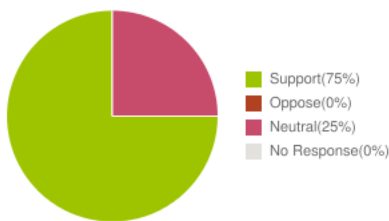
I support RBPd's efforts to take a proactive and education-based approach to e-bike safety.

I think an e-bike task force consisting of stakeholders in the community, including mobility and safety advocates and public works staff, can be a productive way to move our city forward to promote bike safety and mobility. I would nominate Dr. Grace Peng to the task force, because her primary mode of transportation is by e-bike and is a wealth of knowledge on best practices for safety and bike mobility.

Finally, I support the city council's and staff's efforts to expand our protected bike lane network so that people of all ages and abilities can safely navigate our streets by bike for sustainable, active transportation. A protected bike lane buildout should be a primary focus of the e-bike task force. The task force can identify community needs and highlight key streets to engage the community and staff with quick-build bike lanes. Please make this happen! <https://www.calbike.org/quick-build-street-design/>

Agenda Item: eComments for N.3. 23-6903 DISCUSSION AND POSSIBLE ACTION ON THE DRAFT TRANSIT SERVICES STUDY REPORT FOR THE BEACH CITIES TRANSIT SYSTEM

Overall Sentiment



**Brianna Egan**

Location:

Submitted At: 6:43pm 12-05-23

Thank you for conducting this interesting study! I appreciate the council's support of transit in our city and the continued excellent service of Beach Cities Transit.

I would like to recommend the following to make the Beach Cities Transit even better:

- Improve marketing and promotional efforts for BCT: including more signage at the pier and Riviera Village showing bus routes, and a more detailed and accessible website
- Explore increasing frequencies of the 102 and 109 to every 15 minutes. Increasing frequencies is one of the best ways to promote ridership.
- Explore spacing out stops farther, including on the school tripper route, which seems to stop at every block. The bus could move a lot faster if it didn't stop so frequently.
- Support adding a new line to Manhattan Beach pier for students and service workers along the line. Consider not just a summer pilot, but year-round service.
- Join the Metro GoPass program, so that RBUSD, HBCSD, MBUSD, ESUSD can opt-into the GoPass for free transit rides for students across the Metro system (<https://www.metro.net/riding/fares/gopass/>). Metro GoPass staff shared that the local school districts have not opted in because Beach Cities Transit does not participate. Please work with Metro and the school districts to enroll in GoPass and make transit FREE for students.
- Finally, I would recommend against any plans for a new parking garage at the transit center. There are endless surface parking lots in the Kingsdale/Galleria area. If parking is ever impacted, explore shared parking strategies at Target or Living Spaces.

**Maricela Guillermo**

Location:

Submitted At: 5:12pm 12-05-23

**\*\*Strongly oppose recommendation D. keep 109 service to Riviera Village and the 102-service ending at Redondo Beach Pier.**

**\*\*There needs to be a frequency study to establish the ridership pattern. Increasing the frequency service when**

the need is not there it will increase congestion and traffic.

**\*\***I feel more community outreach is needed. Many residents have not been duly informed.

**Liam Walsh**

Location:

Submitted At: 1:08am 12-05-23

I'm a current resident of North Redondo (CD 5) and am in favor of the proposed new BCT line to Manhattan Beach pier. I would also like to echo the comment made by Matthew Wehner that improving frequency will help make BCT be a more viable alternative to driving and attract greater ridership throughout the community. When I've taken BCT I've had to be carefully orchestrate to make sure I didn't lose 30-40 mins of my travel time waiting which is difficult to accommodate in most people's daily schedules. By offering higher frequency service (i.e. 15 min headways), BCT can be a more accessible mode of transit and a mode that more people will choose to ride. This will help get cars off the road (reducing congestion and emissions) as well as provide an equitable and viable mode of transit for those without a car. I urge the city to strongly support investing in frequent and reliable transit in the South Bay.

**Matthew Wehner**

Location:

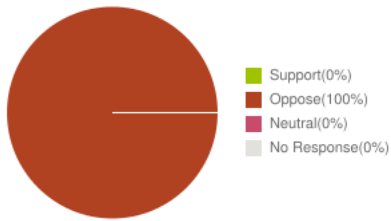
Submitted At: 11:40pm 12-04-23

Hello, I am a former Redondo Beach resident, but still live fairly close. I frequently used the 102 bus to connect to the Metro C line to travel to LAX, or transfer to the J line or A line to travel to LA. Overall, I think the service improvements outlined in the draft study report look really good. Increasing service on the 102 and 109 will be transformative for improving mobility within the beach cities. It's great to see a small transit agency like BCT want to increase service.

However, I think more ambition will be needed to truly meet the unmet demand for car-free transportation. 102 and 109 must aim for 15 minute frequencies to make it a service that most people will want to use to connect to Metro rail and other regional transportation options. Peak hour service of 33-35 minutes is not going to drive substantial ridership outside of serving the needs of people with no other choice. The same applies to the planned summer bus shuttle service to Manhattan Beach Pier. I really love the proposed service, and would certainly use it myself to get to the beach, but it would be far more useful and attractive if it came every 15 minutes year round. It can be difficult to see the merits of running more service when buses might not currently be very full, but it is needed to give people alternatives to driving, which will decrease pollution and improve congestion if adequately funded. Although we might be 10 years away from the K line extension to Redondo Beach and Torrance, building solid bus ridership through good service will help make the most of that massive investment. And perhaps outreach and advertising can be used to convince people to take the bus to LAX once the peplemover opens.

One other note: I see there is one option for the bus OMF and park and ride facility at the transit center which includes a parking garage with 586 stalls. Please do not pursue this option further. Almost every Metro park and ride facility is empty most of the time, and there is plenty of available parking nearby at the South Bay Galleria. Building this many extra parking spots would not be useful. Most transit riders walk to their stop or take a bus to connect to a train.

## Overall Sentiment



### Brian Bettes

Location:

Submitted At: 9:37pm 12-04-23

I live on the corner of Clark Lane and Goodman Ave and I am writing to oppose the AWS. I also oppose wasting the taxpayers time and money. On June 21st, I received a letter asking whether we wanted an AWS. A 66% positive response rate is required to make it to the next step which is a traffic study to determine if a AWS is necessary. I understand that only 3 of 25 or 12% said they approve of a AWS. Also, Traffic Engineering did not recommend an AWS from a safety and engineering perspective. I am wondering why this is even on the agenda, since it went through the process and the verdict by all was no AWS. Why was the survey sent out in the first place if the results were ignored and this would all be decided at the City Council meeting? Seems like the residents have already spoken and this is a waste of time and resources.

### Vikki Luke

Location:

Submitted At: 8:11pm 12-04-23

As a resident living on the corner of Clark Lane and Goodman Avenue, I strongly oppose the installation of the AWS. I have submitted a detailed list of my concerns via email to the RB Public Works Department, Engineering Services Division and I understand my comments will be presented during this meeting as part of their presentation. In effort to not be redundant, I am asking that you seriously consider my concerns when they are presented, and I hope that you consider the potential havoc this AWS may directly pose to residents living on the corners of Clark Lane and Goodman Ave. I believe our opinions should be heavily weighted as this AWS would directly impact our living situation in comparison to other residents that may not live in a corner house. The City followed all protocols and all data and evaluations do not substantiate the need for this AWD.

### Ty Dote

Location:

Submitted At: 6:18pm 12-04-23

I own the home on the corner of Clark and Goodman (1218 Goodman - my rental) and also own the home at 1501 Clark Lane, which is on the opposite corner.

I have not witnessed any accident at this corner in years that would require a stop sign here. There is a speed bump on Goodman which require cars to slow down.

Is it the city's desire to put a stop at every residential corner? I walk my dog twice a day in the morning and afternoons, and seldom do cars, bikes, electric bikes stop at stop signs as it is. Daily I see all forms of transportation blow through stop signs or do rolling stops. I can't tell you how many times cars have gone through stop signs when I'm in the intersection with my dog. I've never seen police give a ticket to any of these violators. I think the city should focus on completing replacing the street signs rather than placing a stop sign at every corner.