



Administrative Report

N.1., File # 25-0808

Meeting Date: 8/19/2025

To: MAYOR AND CITY COUNCIL
From: ANDREW WINJE, PUBLIC WORKS DIRECTOR

TITLE

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

EXECUTIVE SUMMARY

After extensive community outreach, engineering analyses, coordination with partner agencies, and a recommendation by the Public Works & Sustainability Commission (PWSC), staff is bringing forward an item to discuss (and consider approving) the conceptual design for the Metro Active Transportation Grant Project (MAT Project) for the Redondo Beach Boulevard (RBB) Corridor. Staff is also seeking approval of the conceptual design for the North Redondo Beach Bikeway (NRBB) Extension to Grant Avenue and Native Planting Mobility Hub (Southeast corner of Inglewood/Grant) Project. The projects depend on each other to provide a seamless and improved walking and biking experience around the Inglewood/Grant intersection. Approval of the conceptual designs for both projects would allow staff to continue with the preparation of final plans and specifications. Attachment 2 provides a map for the projects.

Funding for the design and partial construction of these projects has been provided by the Los Angeles County Metropolitan Transportation Authority (Metro) Board which allocated \$7,604,615.73 of Regional Measure M Funds to the City of Redondo Beach as the lead agency. Portions of this funding are allocated for the design and construction of the MAT Project in Lawndale, Los Angeles County, and Torrance. Approval of the Funding Agreement would ensure reimbursement of City expenditures to design and construct the proposed walking/biking corridor. As partner agencies, Lawndale and Los Angeles County would also need to approve the Funding Agreement. The City is seeking additional Regional Measure M monies to fully fund construction of both the MAT Project (\$4,000,000) and the NRBB+Mobility Hub Project (\$4,000,000). Both funding requests were

recommended by the SBCCOG and were sent to the Metro Board for approval.

Additionally, staff is recommending approval of an agreement with CRAssociates (CRA) to facilitate the completion of PS&E for the MAT Project. CRA was the prime consultant involved with the MAT Project when it was led by Metro. Since the project is transitioning from a Metro-led project to a City-led project, staff recommends retaining CRA to complete the design. CRA is also the prime consultant for the NRBB+Mobility Hub Project. This ensures engineering design continuity and consistency across both projects. The anticipated cost for this effort is \$1,119,485, which is fully funded per the aforementioned Metro Funding Agreement.

The purpose of the projects is to provide a high quality, low stress walking and biking corridor connecting the coast and Dominguez Park to the South Bay Galleria, future K Line Station, Redondo Beach Transit Center, Alondra Park, and El Camino College. The Funding Agreement lists a project completion date of June 30, 2027.

BACKGROUND

This report is accompanied by the Administrative Report from the April 28, 2025 PWSC meeting where the MAT Project and the NRBB+Mobility Hub Project were discussed. To summarize, the project consultant for the MAT Project prepared extensive engineering and traffic analyses for the project corridor. It was found that the proposed improvements would improve overall safety for all roadway users and lower vehicle miles traveled. This project is categorically exempt from CEQA. Although a small number of parking spaces within the City would be removed, the project's analyses found that those spaces are not highly utilized and repurposing those spaces for more efficient mobility uses would be feasible.

Community surveys and outreach meetings showed strong support for the project and for as many protected bicycle lane miles as possible. In addition to bicycle lanes, the project would also construct a number of curb ramps along the corridor to improve accessibility. The final traffic report is included with the PWSC Administrative Report. Appendices for the traffic report and the 15% conceptual design for the MAT Project are available on the City's website:

https://redondo.org/departments/public_works/engineering_services/traffic_engineering/traffic_projects.php

Extensive community outreach was performed between 2022 and 2025, with 10 unique community events and survey opportunities being made available for stakeholders along the project corridor. Sentiments showed very high levels of support for low-stress protected bicycle facilities along the entire corridor (Redondo Beach, Torrance, Lawndale, LA County). The project proposes mostly Class IV protected bicycle lanes within Redondo Beach, with limited segments of Class II bicycle lanes. Class II bicycle lanes are proposed in Lawndale and Torrance, although the City of Torrance has formally opposed the project due to loss of parking within, and outside, their jurisdiction. The partner agencies will continue seeking alternative designs that eliminate parking loss within Torrance to construct bicycle lanes for the MAT Project in accordance with the South Bay Bicycle Master Plan. Protected Class IV bicycle facilities are proposed within Los Angeles County along RBB to connect to Alondra Park and El Camino College. An easement (or similar property use) agreement with the Redondo Beach Unified School District (RBUSD) would be required to construct the MAT Project along the Washington Elementary School frontage of Lilienthal Lane.

The PWSC Administrative Report provides information on the NRBB Extension+Mobility Hub and also provides discussion on the proposed plans for the bikeway extension and native planting mobility hub. The intent of this project is to tie the NRBB to the MAT Project at the Inglewood/Grant intersection. This would provide a low-stress hub for north-south and east-west biking around North Redondo Beach. A mobility hub with native planting features is proposed at the southeast corner of Inglewood/Grant. This would serve as a wayfinding and rest area for active transportation users, beautify of the area, and increase the amount of open space available in the City. Both projects were presented at a noticed District 4 community meeting and in front of the PWSC. Like the previous community outreach events, residents showed strong support for protected bicycle facilities that connect to existing bike paths and destinations. Residents also expressed support for native planting beautification at the proposed mobility hub. The PWSC recommended both projects for City Council approval.

Approval of the conceptual design plans for both projects will allow staff to proceed with final PS&E for construction. The eventual construction of both projects in tandem is crucial to providing a seamless walking and biking experience for the area. The NRBB+Mobility Hub Project's design is fully funded.

Approving the proposed Funding Agreement will enable the City to be reimbursed for MAT Project design and construction expenses.

Approving the Agreement with CRA will allow the City to proceed with the PS&E for the MAT Project.

Both projects are funded through design and partial construction. The City has requested additional Measure M funds to fully fund construction for both projects. The SBCCOG recommended the funding requests for Metro Board approval and City staff are optimistic the funding will be approved.

Further agreements may be necessary with partner and neighbor agencies where work is being performed (i.e. Lawndale, LA County, Torrance). In addition, an agreement with RBUSD would be required to construct a portion of the MAT Project along Lilienthal Lane.

COORDINATION

The Funding Agreement and proposed CRA Agreement have been approved as to form by the City Attorney's Office.

FISCAL IMPACT

The total allocation of Regional MAT Funds to the City of Redondo Beach and its partner agencies for the MAT Project is \$7,604,616. The City has also requested an additional \$4M in Measure M Funds for the MAT Project, which was approved by the SBCCOG and will be presented to the Metro Board in September/October of 2025 for consideration. In addition, the SBCCOG approved an additional \$4M in Regional Measure M Funds for the NRBB+Mobility Hub Project construction. The funding does not require a local match. Funds are paid to the City on a cost reimbursement basis.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

- PWSC Administrative Report with Attachments, April 28, 2025
 - Supplemental appendices and conceptual design can be found at:
<https://redondo.>
- Project Map - Redondo Beach Boulevard Active Transportation Project
- Agmt - Metro Funding Agreement #9200000000MATC1104 for the MAT Project
- Agmt - Agreement with CRAssociates for the MAT Project