

Traffic Commission Meeting of
November 7, 2022

SUPPLEMENTAL #1

TO: Traffic Commission
FROM: Craig Bilezerian, Public Works Director
SUBJECT: **Supplemental Material for Agenda Item No. 7a**

Attached is email correspondence received after the posting of the Agenda on November 3, 2022. In summary, 94 emails were received as of 2:00 p.m. today; 29 support the bicycle path/lanes project and 65 oppose the project.

Respectfully submitted,

CRAIG BILEZERIAN
PUBLIC WORKS DIRECTOR

By 
Steven Finton
Deputy Public Works Director –
City Engineer

Attachments:
94 emails from Residents.

From: David Dichner [REDACTED]
Sent: Thursday, November 03, 2022 1:42 PM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; SBBCPlus@gmail.com
Subject: Flagler Lane bike Infrastructure between Bery St & Towers St public comment

Follow Up Flag: Follow up
Flag Status: Flagged

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To members of the traffic commission:

Many potential bike riders along these streets are scarred due to the proximity of traffic. Bike lanes don't totally eliminate that fear, but substantially diminish it.

The proposed bike lane will be helpful in connecting up with other bike lanes, and accordingly be really helpful in helping more *recreational riders*, as well as *those actually taking bikes to work*, or wishing to have sufficient bike lane availability to either bike to work or recreationally.

Of course, funds are an issue. Probably the major issue. Please find a way to make this happen.

I live in Playa del Rey, but bike often in Manhattan Beach, Redondo, and Palos Verdes. You probably see all the bike riders along not just the beach strand bike path, but also many other streets in these cities, every day. A substantial number of the bike riders, and bike riding clubs, stop for breakfast, or lunch, or coffee. Many like me live in the surrounding cities and either ride to work, would ride to work if it were safer, or ride recreationally or would ride more if it were safer.

Please find a way to make this happen.

David Dichner, C.P.A.
Resident, Playa del Rey

[REDACTED]

From: Peggy Okuda [REDACTED] >
Sent: Thursday, November 03, 2022 3:55 PM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
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To whom it may concern,

I opposed the BCHD Bike Path Project.

Major construction is close to homes and schools. Impact of hillside excavation on an unstable hillside, widening Flagler Lane, increased traffic, noise, privacy issue, lighting are all unknown.

Thank you,
Peggy Okuda

[REDACTED]

From: Sandi Kage [REDACTED]
Sent: Thursday, November 03, 2022 6:07 PM
To: PWTraffic
Subject: BCHD Bike Path

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I'm writing to oppose the BCHD bike path project. My family recently moved into the area because of the quiet, peaceful neighborhood of Pacific South Bay, not to have it disrupted by construction, debris and noise. As a resident of this community, I strongly urge the city to not move forward with this project. The last thing this neighborhood needs is major construction in the area. It could be dangerous and a health concern for many.

Thank you,
Sandi Kageyama

[REDACTED]

From: loicy [REDACTED]
Sent: Thursday, November 03, 2022 7:16 PM
To: PWTraffic
Subject: bike path.project

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I am strongly opposing The Bike Path project.
We have enough traffic coming down Flagler. Major construction is close to homes and schools. it will increase traffic,privacy issues and noise.
Torrance must not permit the BCHD to proceed with this project in the city of Torrance.
Sent from my T-Mobile 4G LTE Device

[REDACTED]

From: Paul Lieberman [REDACTED]
Sent: Thursday, November 03, 2022 10:27 PM
To: PWTraffic
Subject: Public Comment BCHD Bike Path

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- BCHD is proposing a **MAJOR CONSTRUCTION** project using **Torrance land on Flagler Lane and Flagler Alley** that would tear up the hillside and widen the street. The bike path project was initially part of BCHD's "Healthy Living Campus" master plan.
- BCHD needs approval from the City of Torrance, to proceed with demolition and construction work on Torrance land.
- Major construction is close to homes and schools. Residents would be severely impacted by hillside excavation on an unstable hillside, widening Flagler Lane, increased traffic, noise, privacy issues, lighting.
- The BCHD will degrade my health and well-being while lowering the value of my home during their proposed 15 year construction project.

I vote in all Torrance elections.

Dr. Paul Lieberman, President

[REDACTED]

[REDACTED]

From: Dana LaRoche [REDACTED]
Sent: Friday, November 04, 2022 7:30 AM
To: PWTraffic
Cc: Michelle La Roche
Subject: BCHD Bike Path Project

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Good morning Torrance Traffic Division.

I am writing to you this morning opposing the BCHD Bike Path Project on Flagler. My wife Michelle and children [REDACTED] [REDACTED]. we have watched our quiet community erupt with excessive cut through traffic for years. They drive down Mildred and Redbeam at insane speeds. We tried limiting the access through the neighborhood which had a major positive impact. Unfortunately the limitations were only temporary. Any development to Flagler will only exacerbate our traffic problem putting are kids at further risk. Please deny the BCHD Bike Path Project and put our kids safety first.

Thank you, Dana LaRoche

[REDACTED]

From: George Schmeltzer [REDACTED]
Sent: Friday, November 04, 2022 7:53 AM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig
Subject: Public Comment: Flagler Lane Bike Project

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City of Torrance Traffic Commissioners,

I am writing to express my support for the Flagler Bike Lane Project which is up for consideration at your Monday 11/7/2022 meeting. (Item 7A)

The project aims to provide bicycle and pedestrian safety and connectivity improvements on Flagler Lane between Beryl Street and Tower Street. It has been in the works for more than 10 years. It is included in the South Bay Bicycle Master Plan adopted by the cities of the South Bay.

It is one of many projects that aims to connect the El Camino College campus with 190th Street and Flagler Lane.

The project is not part of the Beach Cities Health District's Healthy Living Campus project.

I urge you to approve the project.

--George Schmeltzer
[REDACTED]

[REDACTED]

From: Tim & Lynne Meehan [REDACTED]
Sent: Friday, November 04, 2022 8:24 AM
To: PWTraffic
Cc: Traffic Commission
Subject: Public Comment BCHD Bike Path

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I oppose the BCHD Bike Path project. I am a resident of Torrance, living at [REDACTED], and I am concerned that my family would be greatly impacted by the construction of a bike path on Flagler Lane and Alley. Actual plans and details of this proposed bike path have not been released to the public and, therefore, I do not know the scope of the project. No EIR was performed on the bike path. BCHD is not being transparent with their construction plans, which I feel is very unfair to my family and our neighbors who would feel the greatest impact from any construction. This proposed bike path is very close to our homes and schools. My family and our neighbors would be severely impacted by any hillside excavation on the hillside, any widening of Flagler Lane, the resulting increased traffic, noise, privacy issues, and lighting. Therefore, I am opposed to any such construction until further plans and studies can be performed and information released to the public.

Lynne Meehan
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Friday, November 04, 2022 11:11 AM
To: PWTraffic
Subject: BCHD Bike Path

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My wife and I have lived in the neighborhood directly adjacent to the proposed BCHD bike path project for 38 years and we firmly oppose it.

The proposed scope and cost of this bike path project is just too large to serve the needs of a few bike riders! In all our time living here there has never been the slightest need for a bike path. We believe this proposed development is just a "stalking horse" to get the City of Torrance to allow major modifications of Torrance land to suit the needs of the larger (and widely opposed) BCHD Senior Housing Complex.

The north end of the proposed path starts abruptly on Flagler Lane without any connection to an existing bike path while the south end would connect, as is currently the case, to Diamond Street in RB. There is very little to no bike traffic on the proposed path outside of mostly Redondo HS students traveling to or from North Redondo. The current arrangement has worked for decades and is more than adequate such light usage.

Ever since the first announcement of the BCHD development we have fought to prevent our quiet neighborhood from being used for vehicular access to the huge senior housing facility project. We now fear this bike path project as just another attempt at getting permission to make the necessary changes to Torrance land to eventually allow such access. Even if this isn't the case, the people living along Flagler Lane and Flagler Alley will be subjected to months of construction noise, dust and traffic.

Please don't allow this unnecessary project to move forward.

Sincerely,

Jerry and Irmgard Lake

Jacqueline Sun

From: Jacqueline Sun
Sent: Monday, February 4, 2019 11:13 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: BCHD Measure M letter of concurrence
Attachments: BCHD BIKE PATH_ Candidate Project Fact Sheet.pdf; Torrance Letter of Concurrence template.docx

Dear LeRoy,

I work with Tom at Beach Cities Health District. Last month, BCHD submitted an application for Measure M funding for a bike path project adjacent to our campus on Flagler Lane from Beryl Street through the alley and ending at the start of Diamond Street. The SBCCOG has requested a letter of concurrence from the City Torrance since part of the project is in Torrance; they indicated that it could come from the City Manager and doesn't need to be from Council or the Mayor. We understand that this project is contingent upon Council approval and any other land use requirements, but are hoping we can get your concurrence.

I've attached a copy of our application ([link](#) to all the attachments) and a template of the letter. There is a tight turnaround, but if at all possible we would appreciate having a signed PDF of the letter by end of day on Wednesday. Please let Tom or me know if you have any questions.

Thanks LeRoy,

Jacqueline Sun, MPH
Senior Policy Analyst
Beach Cities Health District

Creating a healthy beach community.

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Live Well. Health Matters.

November 4, 2022

Torrance Traffic Commission
3031 Torrance Boulevard
Torrance, CA 90503

Dear Torrance Traffic Commissioners,

Beach Cities Health District (BCHD) is a public agency specifically focused on improving health in the communities of Hermosa Beach, Manhattan Beach and Redondo Beach, while being a health resource to the entire South Bay. In 2010, BCHD was selected to implement the Blue Zones Project, a community health initiative focused on policy and environmental changes to make the healthy choice the easy choice. Through this work, BCHD has championed enhancements to walkability and bikeability in the built environment, including the adoption and implementation of the South Bay Bicycle Master Plan and Living Streets policies and supporting infrastructure projects that promote active transportation.

We were thrilled to have been awarded a \$1.8 million grant through Metro Measure M funding for the Flagler Bike Path project and believe that this project will provide safety enhancements for pedestrians and cyclists and provide important bike connection to schools, the beach, between the Redondo Beach and Torrance neighborhoods, and other key regional destinations. The project includes Class II bike lanes on both sides of Flagler Lane, a new sidewalk on the west side of Flagler Lane, crosswalks and traffic calming elements, a Class I bike path along the alley behind the BCHD campus, new lighting, and video detection for cyclists at Prospect Avenue/Diamond Street. Metro is also funding the Redondo Beach Blvd. Active Transportation Corridor Project that would have pedestrian and bicycle enhancements and connect the Dominguez Channel at El Camino College to 190th/Flagler Lane. The Flagler Bike Path project would act as an important connection piece from that project to the existing bike lanes on Diamond Street that connect to the beach and harbor.

BCHD applied for Measure M Multi-Year Sub-Regional Program (MSP) funding through the South Bay Cities Council of Governments (SBCCOG) in January 2019. The staff report implies that BCHD did not outreach to the City of Torrance regarding our application. However, as part of the application process BCHD staff contacted both the cities of Redondo Beach and Torrance asking for letters of concurrence for the project. Attached you'll see the email that BCHD staff sent on February 4, 2019, addressed to both then-City Manager LeRoy Jackson, and then-Public Works Director Robert Beste. Redondo Beach provided a letter of concurrence, but the City of Torrance did not respond to our request. However, Robert Beste was part of the SBCCOG MSP Task Force with BCHD staff where we discussed our proposed project. Mr. Beste was also a voting member of the selection committee for the call for projects process that reviewed and recommended our project for approval to the SBCCOG Transportation Committee. The MSP projects, which include BCHD's Flagler Lane project, were approved by a unanimous vote at the February 11, 2019, SBCCOG Steering Committee, where then-Torrance Councilmember Geoff Rizzo also voted in favor.





Live Well. Health Matters.

While some residents may conflate our involvement as the lead agency for this bike project with our efforts to redevelop our Healthy Living Campus, as the staff report mentions, this is a separate project. We want to be clear that we do not have any plans or intentions to have vehicular access to the campus off Flagler Lane, and we would be willing to stipulate as such as a condition of the project approval.

Our initial funding agreement with Metro was due to lapse in June 2022, and our project was facing delays as we waited to get feedback on our initial designs from the City of Torrance. We applied for and received an extension of our funding agreement with Metro. At the time, we thought the new timeline was generous enough to give ample time to complete the project, but we continued to face delays in getting the project reviewed. To keep with the timeline and final milestone date to complete the project, we initiated our bid process earlier this week, though no scope has been released to the bidders. We intend to bid the project in two phases, the Torrance portion, and the Redondo Beach portion. And it goes without saying that the Torrance portion of the project will not go forward unless approved by the city.

The staff report also indicates the need to demonstrate compliance with the California Environmental Quality Act (CEQA). Our consultants have informed us, and we hope that the City of Torrance will concur upon their review, that the bike path is exempt from CEQA. Since the path is currently being used by cyclists, even though it's not a designated bike path, the Class 1 categorical exemption for existing facilities applies through language specific to bicycle facilities in the CEQA guidelines Section 15301(c).

We fully understand that the project is in the Torrance right-of-way and there are concerns about ongoing maintenance costs. We are of the opinion that maintenance costs will actually be reduced with this project as the new paving, walkway and lighting would improve the current conditions for maintenance. In addition, we addressed some of the City's concerns about maintenance by eliminating the buffered and raised separation of the bike lanes from traffic and removing the bike rest area.

We appreciate the opportunity to have the Commission and public provide input at this meeting. We hope that the community would agree that this project would be an added benefit to the community, providing safety to cyclists and pedestrians, adding traffic-calming measures to the street, and closing an important gap in bike infrastructure to allow for more local and regional connectivity.

If you have any questions or concerns, please contact me at [REDACTED].

Respectfully,

A handwritten signature in blue ink, appearing to read "Tom Bakaly".

Tom Bakaly
Chief Executive Officer
Beach Cities Health District

[REDACTED]

[REDACTED]

From: Judith Scott [REDACTED]
Sent: Friday, November 04, 2022 12:12 PM
To: PWTraffic
Subject: Proposed BCHD Bike Path

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Dear Torrance Traffic Commission,

I am writing to let you know I am OPPOSED to the proposed BCHD Bike Path project as currently planned.

I have lived in this area for over forty years and am very familiar with the proposed route. There has been no proper impact study of this project. Furthermore, the bicycle access through Flagler Lane and Flagler Alley is already quite easy in this lightly trafficked area and shouldn't require an expensive project. Maybe painting a few lines but this seems like overkill!

Sincerely,

Judith Scott
[REDACTED]

**WRITTEN COMMENTS SUBMITTED TO THE CITY OF TORRANCE TRAFFIC
COMMISSION REGARDING THE PROPOSED FLAGLER LANE BICYCLE PATH**

Submitted by: Mark Miodovski, [REDACTED]

I am writing in opposition to the proposed bicycle path/bicycle lane/sidewalk project for Flagler Lane as proposed by the Beach Cities Health District (BCHD). The bike lanes on Flagler Lane are inconsistent with the Torrance-adopted South Bay Bicycle Master Plan.

The Plan is the result of an innovative partnership between long-standing bike advocacy non-profit Los Angeles County Bicycle Coalition and local grass-roots bike advocates the South Bay Bicycle Coalition. The two groups came together with the common goal of improving the safety and convenience of bicycling in Los Angeles County, and specifically in the South Bay Region. This Plan was formally adopted by each of the seven cities of the region (Torrance, Redondo Beach, Gardena, Lawndale, Hermosa Beach, Manhattan Beach and El Segundo). The Torrance City Council unanimously adopted Resolution No. 2011-99 on November 22, 2011, approving the South Bay Bicycle Master Plan. The Torrance Traffic Commission had previously recommended its approval of the Plan.

The Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs and policies throughout the South Bay area. As the first ever multi-jurisdictional bike plan, it has a unique focus on crosscity consistency and connectivity that is often lacking in singular city bike plans. Upon plan adoption, each participating city became eligible for grant funding sources which they had not previously received. Implementation of this plan is meant to promote and increase bicycle ridership for all levels of ability across the South Bay. The South Bay has an existing base of recreational and enthusiast bicyclists; this plan's primary objective is to increase the number of those bicyclists, as well as create a larger base of utilitarian bicyclists, including bicycle commuters, through safe, accessible and consistent bicycle infrastructure, and the policies and programs that support it.

In formulating the Plan, its developers focused on the appropriate use of various types of bikeways, with feasibility and public safety its utmost concerns. The Plan recommends four broad categories of bicycle facilities. The first three, Class I, II, and III, are defined by the State of California in the California Streets and Highways Code Section 890.4. The fourth category, bicycle-friendly streets, has emerged recently as a distinct facility type. Although "bicycle-friendly streets" are not yet codified by the State of California, they have been implemented with success in cities such as Berkeley, CA and Long Beach, CA. The categories of bicycle facilities can be summarized as follows:

Class I Bike Path - A completely separated, paved right-of-way designated for the exclusive use of bicycles and pedestrians.

Class II Bike Lane - A restricted right-of-way striped on a street and designated for the exclusive use of bicycles, with crossflows by pedestrians and motorists permitted.

Class III Bike Route - An on-street right-of-way designated by signs or pavement markings to be shared between bicyclists and motorists.

Bike Friendly Street - Local roads that have been enhanced with treatments that prioritize bicycle travel. These treatments include wayfinding signage, pavement markings and traffic calming.

The following is page 283 of the Plan, which identifies all proposed Bicycle Facility types within the City of Torrance. Note that the portion of Flagler Lane south of Beryl Street is identified in purple as a "Proposed Bike Friendly Street." It is not a Class II Bike Lane as contained in BCHD's proposal. In fact, Table 8-12, which appears on page 240 of the Plan, summarizes all such Proposed Bicycle-Friendly streets in Redondo Beach (it may have been misidentified in the Plan as part of Redondo instead of Torrance, because of confusion about the city borders in that area).

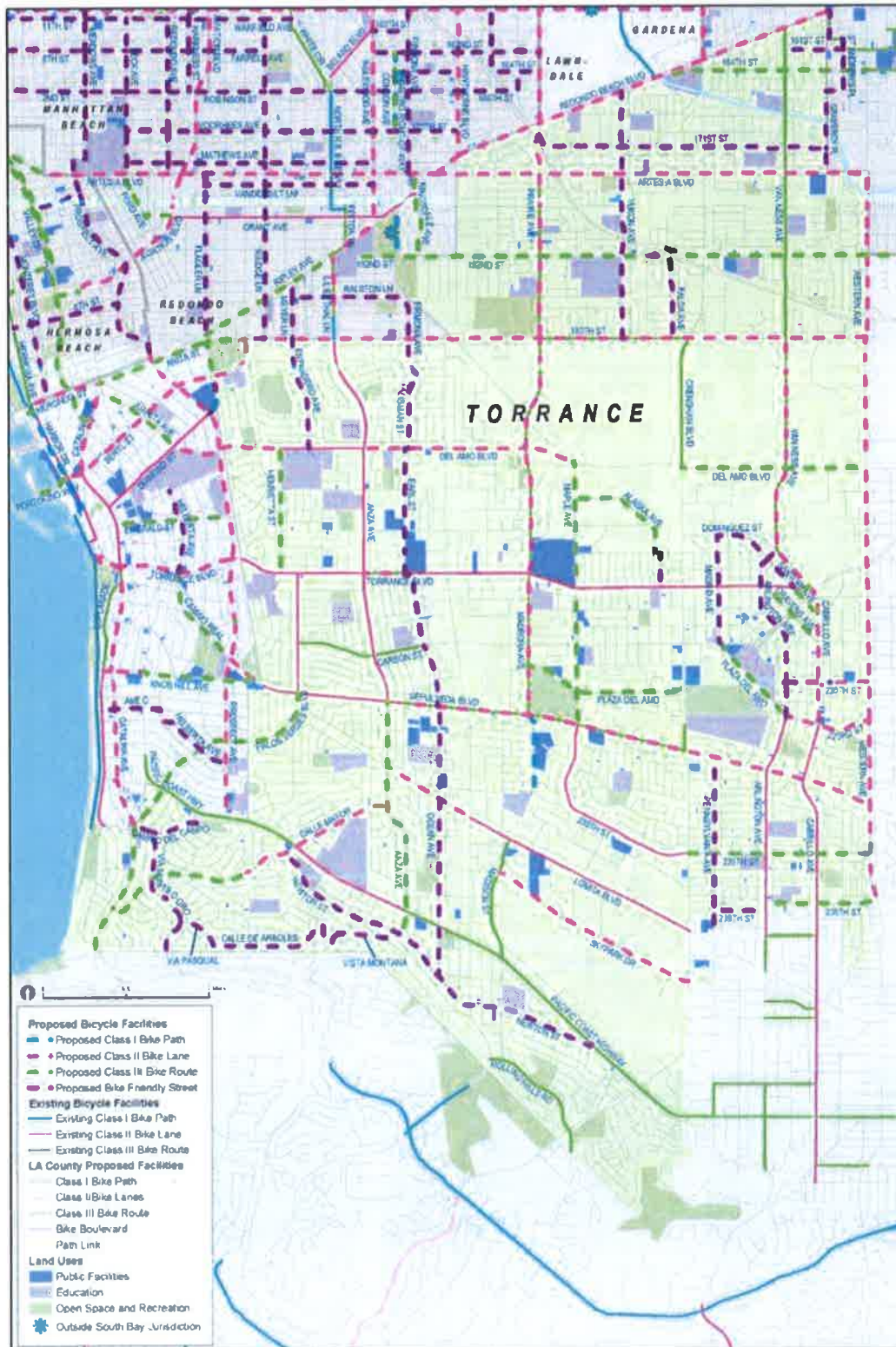


Figure 9-3: Proposed Bicycle Facilities in Torrance
 South Bay Bicycle Master Plan

Table 8-12: Proposed Bicycle Friendly Streets in Redondo Beach

Street	From	To	Miles
Flagler Ln - Diamond St	Beryl St	Prospect Ave	0.1
Flagler Ln	Artesia Blvd	Anita St	1.0
Ave C - Juanita Ave - Ave D - Helberta Ave	Esplanade	Prospect Ave	0.9
Warfield Ave	Aviation Blvd	Redondo Beach Ave	0.5
Vanderbilt Ln	Flagler Ln	Inglewood Ave	1.0
Rindge Ln	Warfield Ave	190th St	1.9
Ralston Ln - Firmona Ave	Meyer Ln	190th St	0.9
Mathews Av	Aviation Way	Inglewood Ave	1.1
Voorhees Ave	Aviation Blvd	Inglewood Ave	1.1
Robinson St	Aviation Blvd	Inglewood Ave	1.1
Meyer Ln	Ripley Ave	190th St	0.3
Helberta Ave - El Redondo	Vincent St	Torrance Blvd	0.5
Farrell Ave	Aviation Blvd	Rindge Ln	0.3
Total Bicycle-Friendly Street Mileage			10.9

In being designated as a Bike-Friendly Street, the Plan calls for Flagler Lane to be enhanced with treatments that prioritize children, pedestrians, neighborhood traffic, and bicycles, and discourage cut-through traffic. Bike friendly streets actually include a wide range of treatment options, and thus the cost of implementation varies dramatically, as well. The list below includes example treatments of bike friendly streets:

- Wayfinding signage
- Pavement markings
- Traffic calming (bulb-outs, traffic diverters, chicanes, speed humps)
- High visibility pedestrian crosswalks
- Bicycle detectors at intersections
- Bicycle crossing signals

Unfortunately, the proposed BCHD plan for two new bike lanes and a newly proposed sidewalk on Flagler Lane is inconsistent with the Master Plan’s call for a Bike Friendly Street in this area. By approving the BCHD Plan, the Torrance Traffic Commission would be in contravention of its own actions as well as that of the Torrance City Council (thus an action of questionable legality).

The Master Plan’s rejection of Bike Lanes at this location in favor of a Bike Friendly Street has several reasons, most notably the fact that two new bike lanes and a sidewalk would actually make the area less safe for bicyclists, pedestrians and vehicular traffic. Currently, the width of Flagler Lane is 40 feet. The addition of two five-foot bike lanes and a five-foot sidewalk, as well as two sets of solid double yellow lines spaced up to nine feet apart, would reduce the space for vehicle traffic to only fifteen feet (southbound) and fourteen feet (northbound), tapering down to only 12.5 feet in each direction as depicted on BCHD’s conceptual design map. This represents a significant reduction from the existing flow of traffic, with challenges for both vehicles and bicycles to negotiate the street safely.

Not only is the proposed BCHD bike lane/sidewalk project inconsistent with the City-adopted Master Plan, but the very motivation for it is also dubious at best. One wonders if BCHD had been serious about constructing such bike lanes and a bike path, why did they not seek funding for such a project earlier? The Master Plan identified over three dozen potential federal, state and regional funding sources for projects such as these at the time of the Plan’s adoption in 2011. Why did BCHD fail to apply for any of these? It is abundantly clear that BCHD’s only interest in this type of project is how it can benefit its controversial proposed Healthy Living Campus (HLC). The removal of 14 feet of Torrance hillside would be required to accommodate this construction. By installing a sidewalk on the west side of Flagler Lane, pedestrian access to their facility is provided. In short, this is not a project that benefits the public in way, shape or form. The public did not ask for this project. Its sole purpose is to further the designs of BCHD in pursuing its contentious HLC project. It should be rejected by this Commission.

[REDACTED]

From: Sung Hong [REDACTED]
Sent: Friday, November 04, 2022 3:50 PM
To: PWTraffic
Subject: BCHD bike path

Follow Up Flag: Follow up
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To whom it may concern:

I strongly oppose the BCHD bike path project. It involves tearing up an unstable hillside with no assurances that the construction will be conducted safely and will result in a safe structure in the future. I am especially concerned that given the very dry conditions that have persisted in the past few years, any amount of rain could cause major disruption of the hillside soil if it has been disturbed in anyway. This project has the potential for causing much larger problems without any added benefit to the community and the city of Torrance. This needs to be blocked immediately.

Sincerely,

Sung Hong

[REDACTED]

From: Daniel Fink [REDACTED]
Sent: Friday, November 04, 2022 4:03 PM
To: PWTraffic
Subject: BCHD Bike Path

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I oppose the BCHD bike Path project. I am concerned that additional traffic from high-speed motorized scooters and E-bikes, litter, and debris will be left in my neighborhood.

The bike path project needs further study by Torrance on all the issues, the public is entitled more detail about the impact.

Major construction is close to homes and schools. Impacts of hillside excavation on an unstable hillside, widening Flagler Lane, increased traffic, noise, privacy issues, and lighting are all unknown.

I am worried that this project will ruin the quiet, nestled community that I have called my home for over a decade. I oppose the BCHD Bike Path project.

Sincerely,
Danny Fink

Sent from my iPad

[REDACTED]

From: Elaine T [REDACTED]
Sent: Friday, November 04, 2022 5:24 PM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
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We oppose the BCHD Bike Path. Construction is close to homes and schools with increased traffic, noise, privacy issues, and other unknown factors. The City of Torrance would be liable for any issues that will arise.

Sent from my iPad

[REDACTED]

From: [REDACTED]
Sent: Friday, November 04, 2022 6:57 PM
To: PWTraffic
Subject: Proposed Bike Lane Project

Follow Up Flag: Follow up
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I oppose the Bike Lane Project.

margherite vetrano

Sent from my iPhone

[REDACTED]

From: Jacqueline Caro [REDACTED]
Sent: Friday, November 04, 2022 7:20 PM
To: PWTraffic
Subject: Proposed Bike Path - Item 7a

Follow Up Flag: Follow up
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Public Comment

I oppose the proposed bike path project along Flagler Avenue in Torrance. There are dangerous consequences if this project would proceed.

Flagler Avenue is one of the streets in to and out of this neighborhood. It becomes very busy because Towers Elementary school parents use Flagler to turn right onto Beryl to drop off OR pick up their children in the mornings and afternoons from Monday thru Friday. Drivers also use this street to cut through the neighborhood to avoid busier streets.

The bike path is on a very dangerous downward slope. The highest part beginning at Diamond in Redondo Beach and ending on Flagler in Torrance. Naturally, the bikes or ebikes would pick up speed as they descend down the hill. As it stands, teenagers and adults use these bikes all over the south bay. Some riders don't stop at the stop signs and travel at fast speeds.

If the bike path is opened, there is a higher risk of ebikes racing through the Towers St./Flagler Ln. intersection and colliding with a vehicle, causing a fatality or serious injury to the bicyclist. Financial liability would rest in the City of Torrance as the accident would occur in our city.

Last year, our city was ranked #4 by the CA State auditor's office as a "High Risk Assessment" due to our poor financial standing. We do not need a bike path project which would further deplete our city funds. Our police department is understaffed and overworked. We can't ask them to do more with limited resources.

A new study needs to be done to determine the safety, environmental and financial impact for this bike path.

I urge you to vote "No" on the bike path project. It's too dangerous and would be an "accident waiting to happen" if it is approved.

Respectfully,
Jackie Ecklund
Torrance resident

[REDACTED]

From: Brian McCarthy [REDACTED]
Sent: Friday, November 04, 2022 8:52 PM
To: PWTraffic
Subject: Public Comment Flagler Lane bike infrastructure between Beryl St & Towers St

Follow Up Flag: Follow up
Flag Status: Flagged

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Torrance Traffic Commission,

I strongly support the project to add a Class 2 bike lane on Flagler Lane between Beryl St and Towers St, a Class 1 bike path near the BCHD property, and sharrows on Diamond Street near the cul-de-sac that connect to existing Class 2 bike lanes on Diamond Street. As a resident of Torrance who regularly uses a bicycle for transportation, this short section of bike lane and path provides a key connection for bicyclists and walkers that allows them to avoid the busy intersection at Prospect and Beryl. I frequently see kids using this route in the morning on their way to school. This project will only make this route a safer, better choice for people already using it and others that may not be aware of it now. It is the small connections like these that make our existing bicycle infrastructure functional and encourage more people to make trips on bicycle and on foot.

Brian McCarthy
[REDACTED]

[REDACTED]

From: Stop BCHD [REDACTED]
Sent: Sunday, November 06, 2022 11:20 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Public Comment - BCHD Proposed Bike Path Permitting in Torrance
Attachments: Torr Traff Comm.pdf

Follow Up Flag: Follow up
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To: Torrance Mayor, Council, Traffic Commission, Planning Commission and Redondo Beach Planning Commission

Dear Mayor, Council, and Commissioners:

BCHD's proposed bike lane project is a connected action to its mammoth nearly 110-foot tall, 800,000 sqft Phase 1/Phase 2 campus building expansion plan. We encourage the City of Torrance to use all of the tools that it has available to protect Residents from damages of the larger BCHD project. Torrance has the Hillside Overlay ordinance for new development within the area and that ordinance clearly articulates the protections to Residents. While the BCHD project is not in the City, the City should act to protect its Residents to the same standard, using all tools at its disposal. A first line, modest cost tool is withhold or deny all permits to BCHD until a global settlement of all issues that enforces the intent of the Hillside Overlay protections for Residents.

Further, BCHDs proposal that is published in the Torrance Traffic Commission Agenda Packet is thin on facts and impacts assessments. It should be returned to BCHD for further work before wasting Torrance staff's time on this ill-defined action. The public and staff deserve better.

OBLIGATION OF THE CITY TO PROTECT PROPERTY OWNERS AND TAXPAYERS

Clearly, the proposed Phase One 107.5 foot tall, nearly 300,000 sqft commercial facility that will be developed/owned/operated on public land in Redondo Beach has negative effects on both Torrance and Redondo Beach property. Phase Two will place an 8-10 story parking ramp over 100-feet above the Tomlee (south) neighborhood as well.

The Hillside Overlay demonstrates the intent of the City in its regulation of new development. Despite the fact that BCHD's commercial vendor, PMB, will be building in Redondo Beach, doesn't Torrance have an affirmative obligation to protect its Residents? Specifically, at least the following from the Ordinance are required for compliance in new development and should be enforced through negotiation and withholding permits:

- a) The proposed development will not have an adverse impact upon the view, light, air and privacy of other properties in the vicinity;
- b) The development has been located, planned and designed so as to cause the least intrusion on the views, light, air and privacy of other properties in the vicinity;
- c) The design provides an orderly and attractive development in harmony with other properties in the vicinity;

d) The design will not have a harmful impact upon the land values and investment of other properties in the vicinity;

Until such time that these key protections for Residents are accepted by BCHD and enforced by the City, no permitting for any purpose with BCHD should be processed.

Additional issues that City Policymakers and Staff need to consider regarding the BCHD bike lane project include:

PROJECT DEVELOPMENT, LIABILITY & OWNERSHIP

- 1) Should BCHD be the developer of the project within Torrance?
- 2) Should Torrance be the developer at BCHD's full expense within Torrance, including reimbursement of Torrance staff?
- 3) Should Torrance retain 100% ownership and right of determination over the land and construction product (i.e., bike lanes, path and any equipment)
- 4) Should Torrance require 100% liability indemnification from BCHD for any liability action against Torrance with a cause of action involving the development, bike lane, bike path, equipment or use thereof by any party?
- 5) Should any easement or rights of way be granted to BCHD, or, should Torrance retain 100% control of its property?
- 6) Should any easements on the bike lanes/path require 100% restriction to non-motorized/non-electric bikes?
- 7) Should any rights of way on the bike lanes/path be expressly limited to the bike project only?
- 8) Should Torrance require a non-wasting trust by BCHD to pay for any required maintenance caused by the development in the future?

PROJECT BENEFIT VS DETRIMENTS TO TORRANCE RESIDENTS

- 9) Should Torrance be required to apply the Hillside Overlay to its actions related to any BCHD project?
- 10) Should Torrance be required to defend the intent of the Hillside Overlay in Torrance's actions with BCHD?
- 11) Given that the BCHD Phase 1 and Phase 2 projects will damage privacy, increase noise, and cause other damages to quality of life in Torrance, shouldn't the City oppose all BCHD actions?
- 12) Is BCHD's proposed realignment and widening of Flagler at Beryl necessary and beneficial to the residents of Torrance?
- 13) 95% of the BCHD PACE enrollees will be non-residents of the BCHD cities and therefore about 350+ enrollees will be brought daily to PACE at Beryl & Flagler by car, van or other mode. Will BCHD's proposed realignment and widening of Flagler, coupled with BCHD's daytime drop-off and pickup facility at Beryl and Flagler simply increase traffic in Torrance residential neighborhoods?
- 14) Should the widening of Flagler be denied?
- 15) Is BCHD's proposed sidewalk on the west side of Flagler of value to Torrance residents?
- 16) Will the sidewalk serve primary usage for BCHD PACE and other commercial activities?
- 17) Should the sidewalk on the west side of Flagler be denied?
- 18) Should BCHD's Deforestation Plan that was provided to the City of Redondo Beach in the Pre-CUP be allowed to remove 100% of the mature trees on the slope between the Torrance City Limit and Flagler?
- 19) Should any bike lane or bike path action be required to preserve 100% of mature trees on Torrance property?

INADEQUATE BCHD PROPOSED PLAN WORK PRODUCT

- 20) Fails to provide information regarding deforestation intent.
- 21) Fails to provide estimates of the excavation volumes and fill volumes by action and city, such as bike path, bike lane, and sidewalk.
- 22) Fails to provide any protections for the construction and ongoing privacy of Torrance hillside overlay residents.

- 23) Fails to provide diagrams indicating whether or not excavation will occur on the west side of Flagler for the proposed sidewalk.
- 24) Fails to provide information on the retaining wall on the west side of the proposed Flagler sidewalk.
- 25) Fails to provide a security lighting plan.

The Torrance Traffic Commission Agenda Packet is attached, along with a description of the overall BCHD project and key concerns regarding the bike path project.

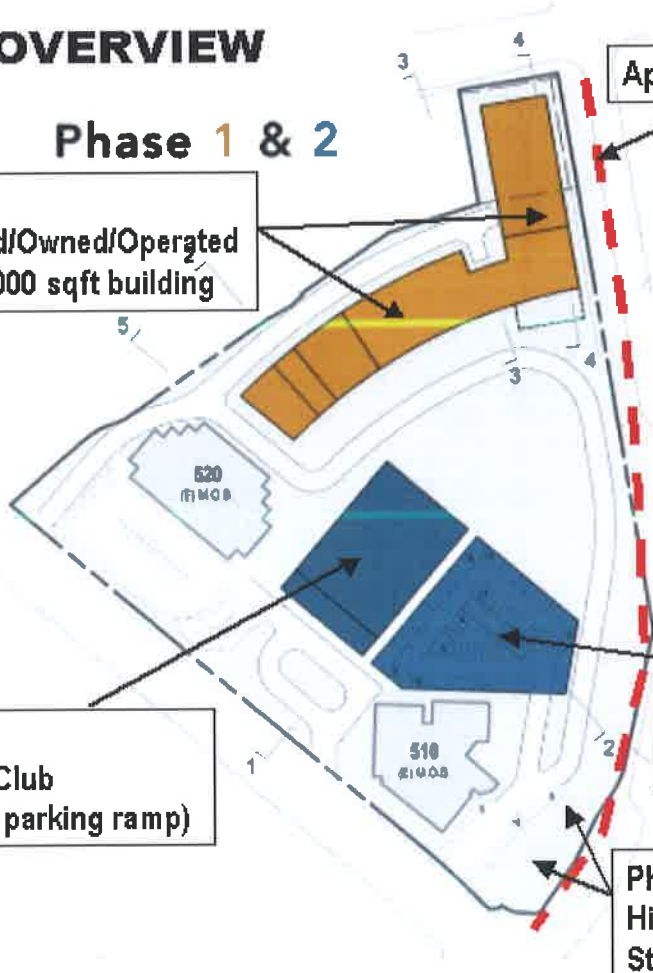
Please protect Torrance Residents from BCHD's abuses and use all powers of the City to gain compliance with those key protections in the Hillside Overlay ordinance. Thank you.

Overview of BCHD Project Phase 1/Phase 2/Bike Path

PROJECT OVERVIEW

Phase 1 & 2

Phase 1
Privately Developed/Owned/Operated
107.5 foot tall, 275,000 sqft building



Approximate Proposed Bike Path

Tomlee (north)

Towers

Beryl Heights

Phase 2
Pavilion/Health Club
(same height as parking ramp)

Phase 2
8 to 10 story Parking Ramp
(100+ feet above Tomlee
and Diamond homes)

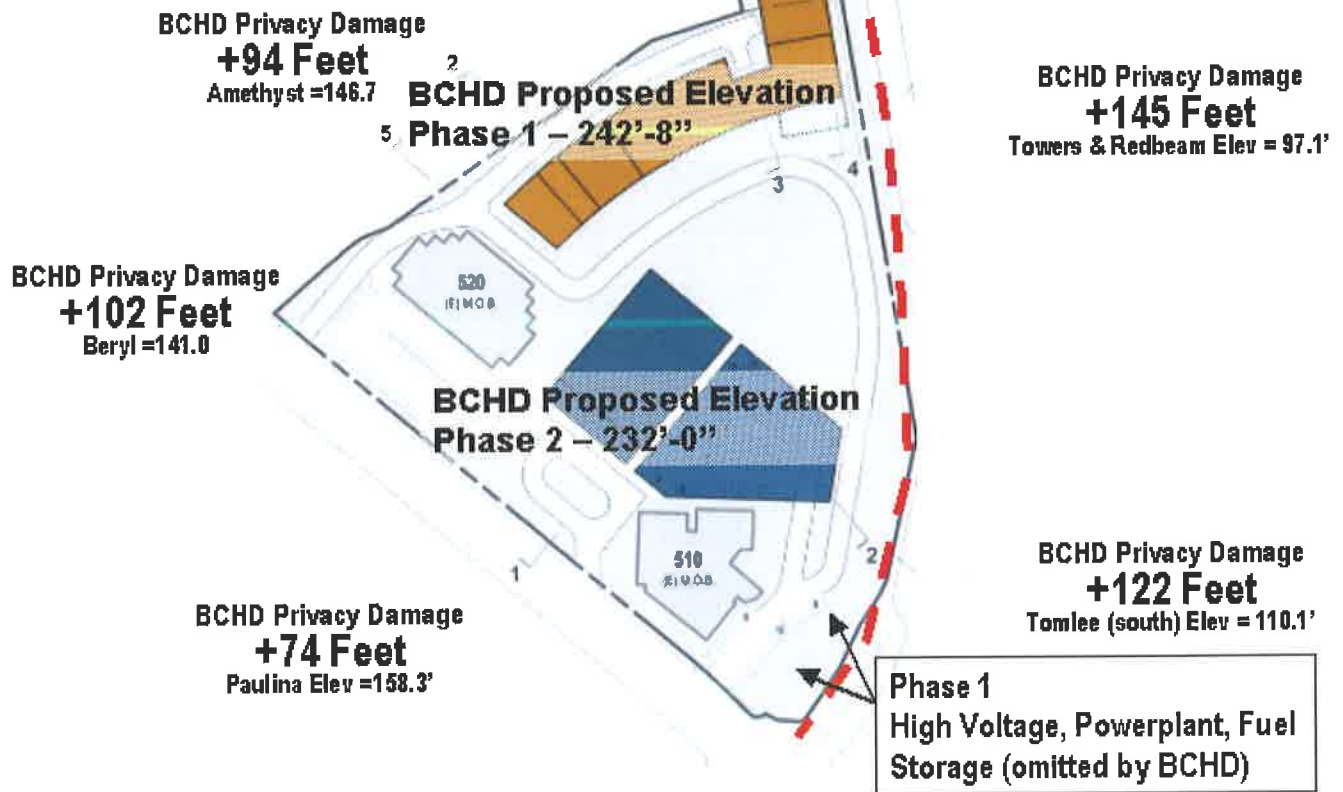
Tomlee (south)

Phase 1
High Voltage, Powerplant, Fuel
Storage (omitted by BCHD)

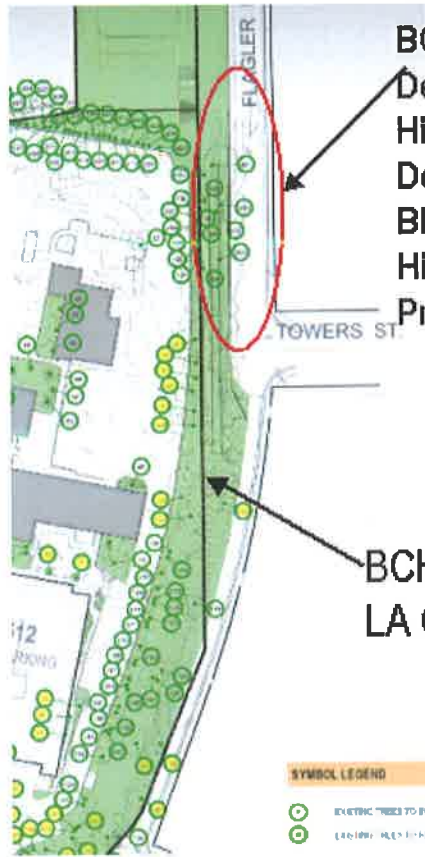
PRIVACY DAMAGES

Elevation above Property

Phase 1 & 2



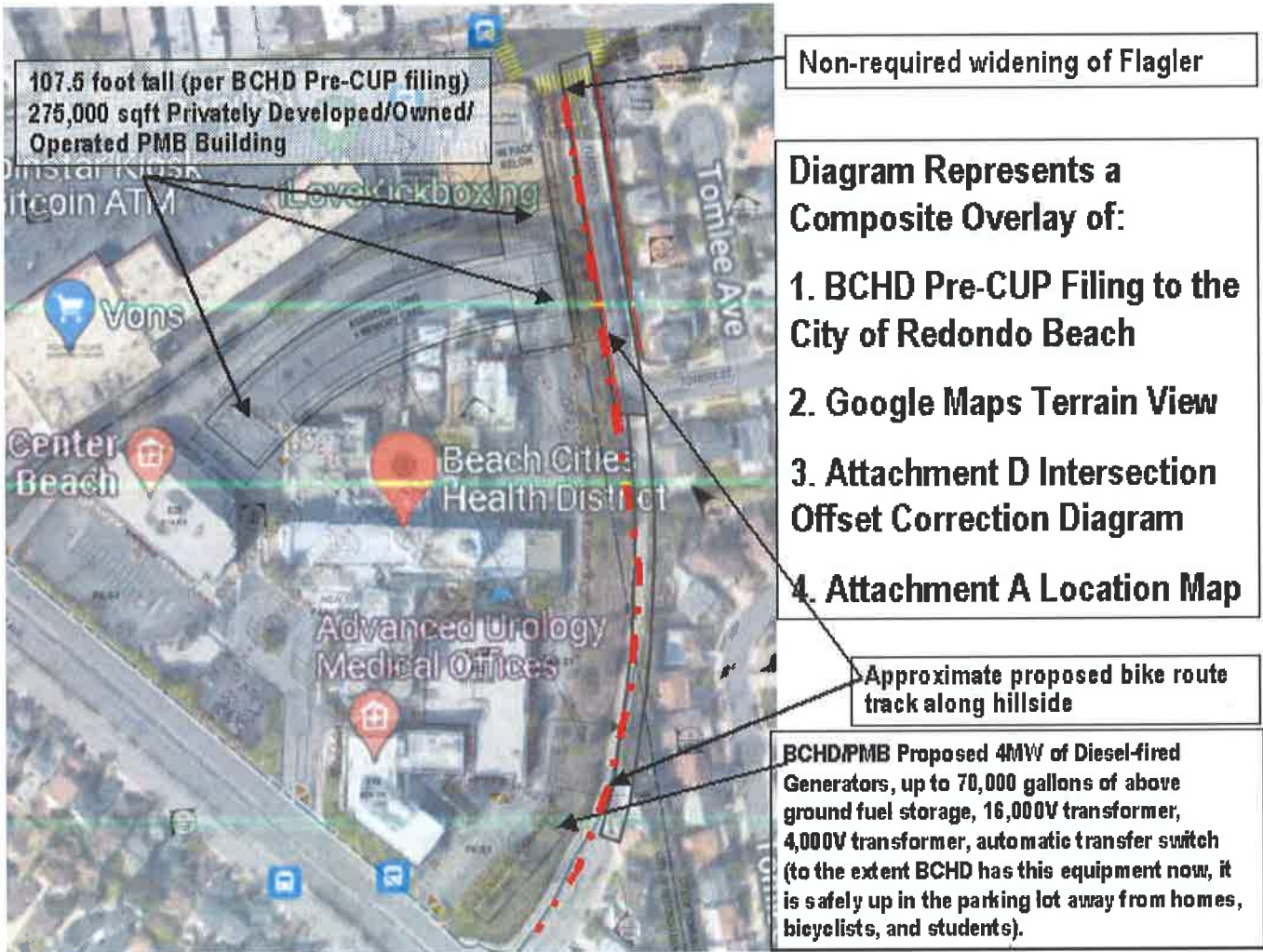
BCHD DEFORESTATION PLAN

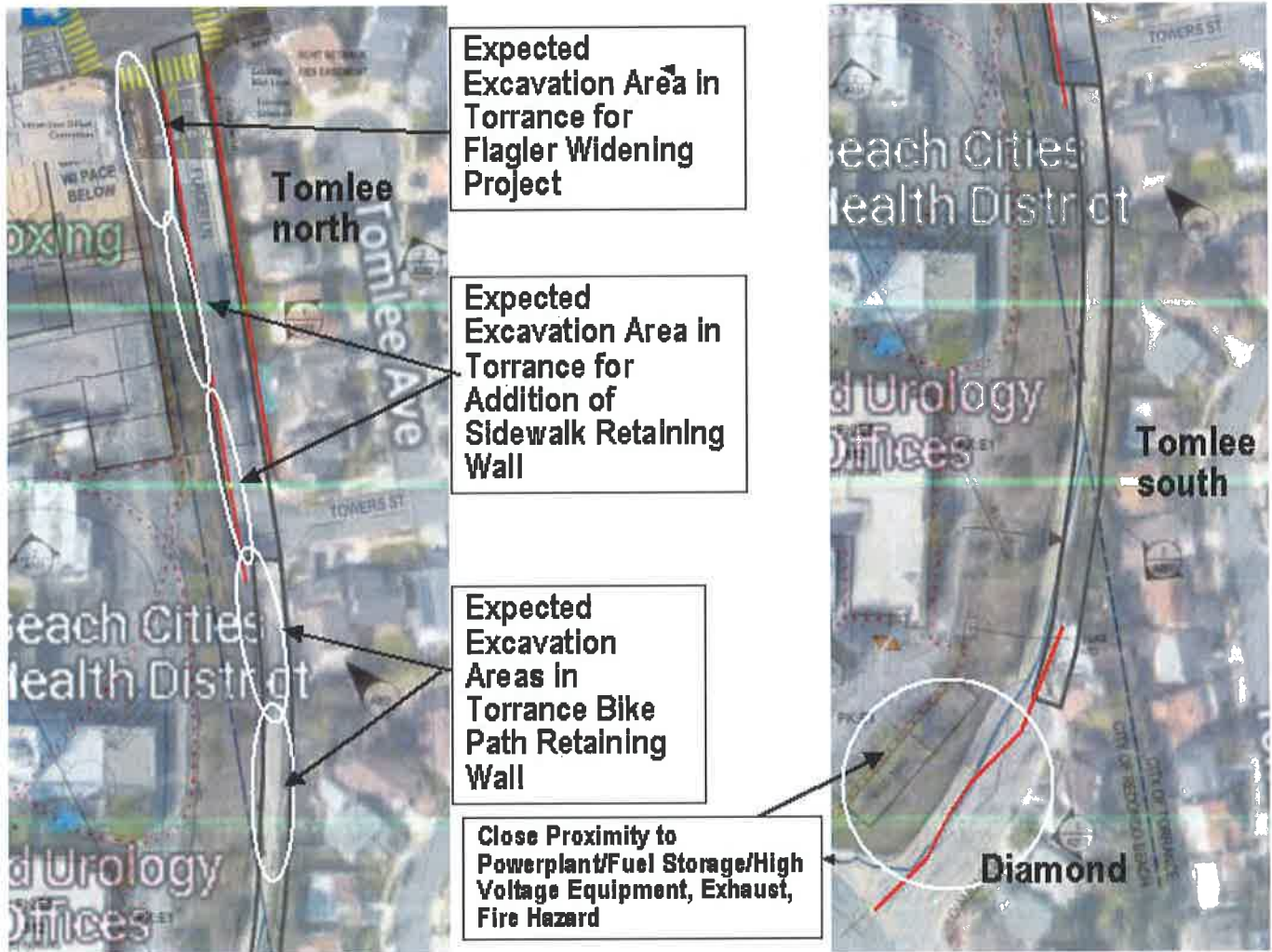


BCHD Proposed
Deforestation of Torrance
Hillside
Destroys Existing View
Block, Further Impacts
Hillside Overlay Property
Privacy

BCHD Project Plan Map
LA County Assessor Map







_____ is a Neighborhood Quality-of-Life Community concerned about the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital project and have not received the benefit of the voter-approved acute care public hospital since 1984. Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.

[REDACTED]

From: Aileen Pavlin [REDACTED]
Sent: Saturday, November 05, 2022 1:08 PM
To: PWTraffic; Traffic Commission
Subject: Public Comment BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

My husband and I extremely oppose the BCHD Bike Path project. We live in a two story home on Mildred Ave with all bedrooms facing the hill.

Our residents will be severely impacted by hillside excavation on an unstable hillside, widening of Flager Lane that will increase traffic, noise, privacy issues, and lighting.

We have had enough safety issues for Towers Elementary and our residents due to cars cutting through to Del Amo. **Please do not permit BCHD to proceed with this project in the City of Torrance.**

John and Aileen Pavlin
[REDACTED]

[REDACTED]

From: ROBERT LEVY [REDACTED]
Sent: Saturday, November 05, 2022 2:32 PM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

We strongly oppose the BCHD Bike Patch Project.

Not sufficient studies.
Extremely dangerous.

Respectfully,
LuJean & Robert Levy
Pacific South Bay Homeowners.

Dictated but not read to prevent delay.

[REDACTED]

From: Fred Manna [REDACTED]
Sent: Saturday, November 05, 2022 4:32 PM
To: PWTraffic
Subject: Public Comment

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

Dear Commissioners,

I want to add my voice to the public discussion on the Flagler Bike Lane Project item 7A. on your agenda. I strongly support this project particularly since it is funded by Measure M funds and is not a Torrance city expense. Any additions to the South Bay bicycle and pedestrian infrastructure should be enthusiastically embraced.

For several years I was a member of the Blue Zones Livability Committee and a major focus of this committee was finding ways to increase safe and environmentally sound mobility options as alternatives to the automobile. Adding this Flagler bike lane falls inline with the South Bay Bicycle Master Plan and increases the safe connectability for walking and biking with other elements of this plan. This is an excellent opportunity not to be missed.

Making the surrounding neighborhood safer and more user friendly for all should be your goal and this project will do just that. The wellbeing of ALL people using Flagler Ave. should be a priority. Change is not always easy but quite often necessary. This one is necessary and the right thing to do.

Fred Manna / Manhattan Beach resident and South Bay cycling enthusiast.

[REDACTED]

From: Claudette Evans [REDACTED]
Sent: Saturday, November 05, 2022 5:28 PM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

I oppose the BCHD Bike Path project.

The bike path will be close to homes and schools and has the potential of introducing increased traffic, unwanted noise, and other elements related to public pathways near private residences, such as night lighting. As with any public thoroughfares near private residences, the risk of crime is also an issue.

Thank for your consideration,
Claudette Evans
-A concerned resident in the area.

Lotus, Angel

From: Kelly Wolschon [REDACTED]
Sent: Sunday, November 06, 2022 8:52 AM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig
Subject: Public Comment Item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

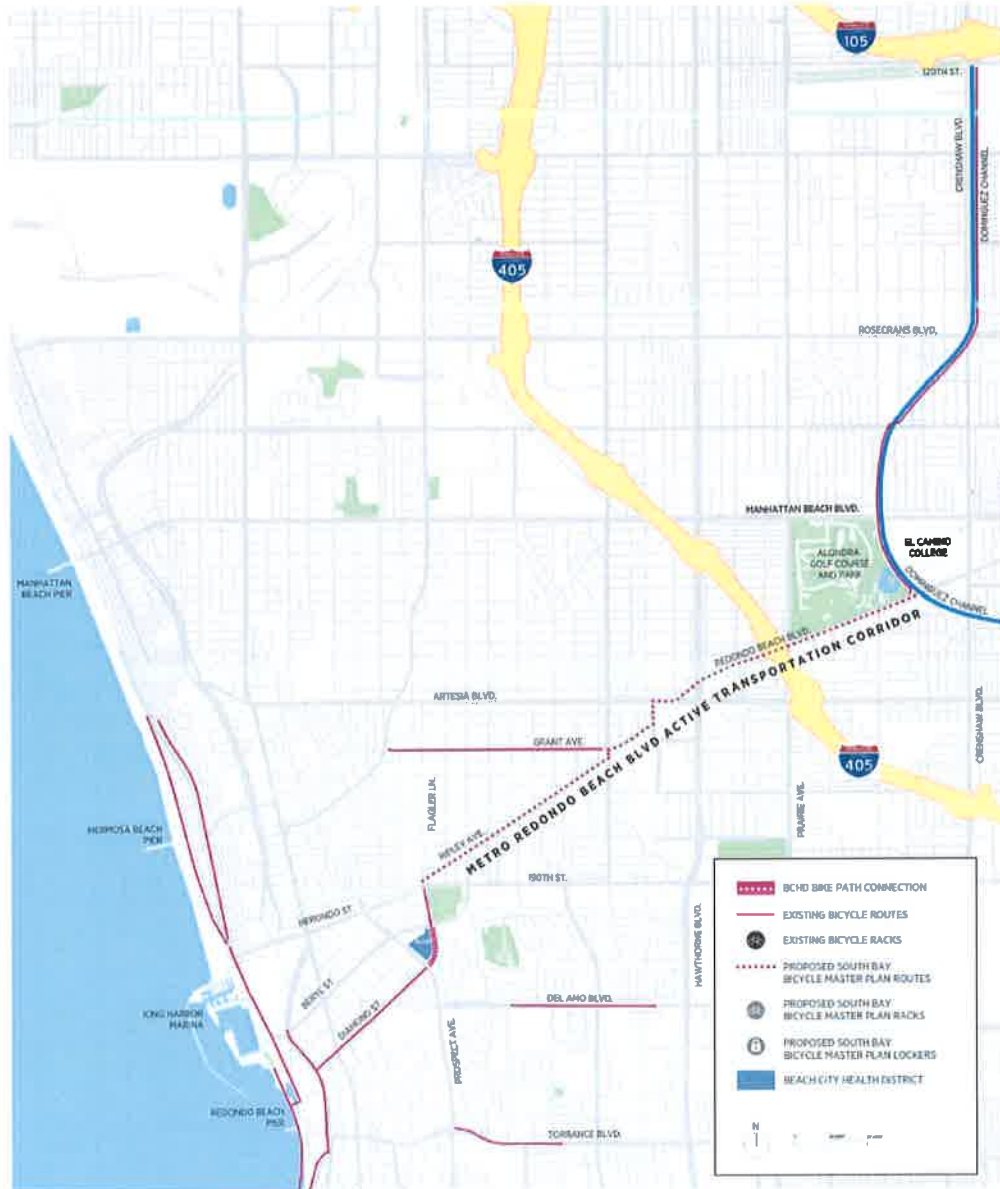
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Please verify sender before opening attachments or clicking on links.



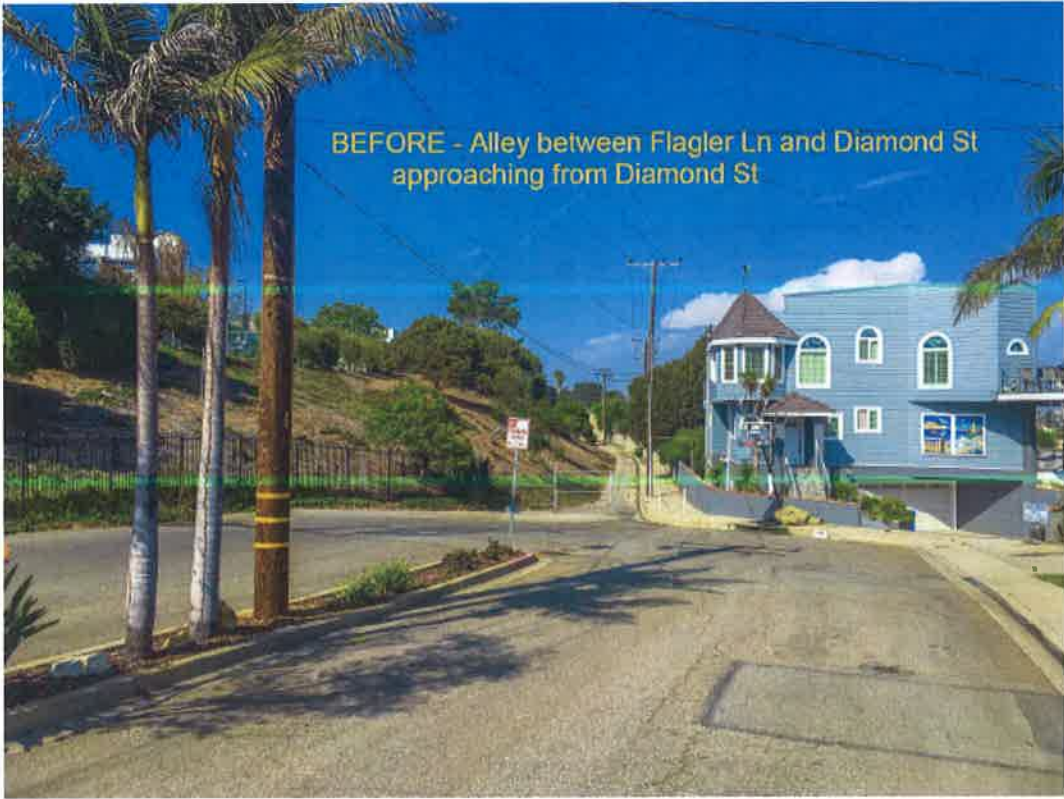
- Hello, I am writing to support the Flagler Bike Lane project as an avid bicyclist and resident who is passionate about improve our areas liveability, safety and accessibility.
-
- The project provides an important bike/pedestrian connection and adds a sidewalk, lighting, and traffic calming elements that add safety to the neighborhood while making it more comfortable for people walking and biking.
- This project has been identified on the South Bay Bicycle Master plan, will connect existing and proposed bike infrastructure and allow people to safely get to schools, the beach and other amenities.
- You understand that while some neighbors may have concerns about BCHD's Healthy Living Project, this is a separate project that is not a part of that project. This is funded by Measure M, and the association with BCHD should not distract from the fact that this will be a great community benefit.

Thank you,

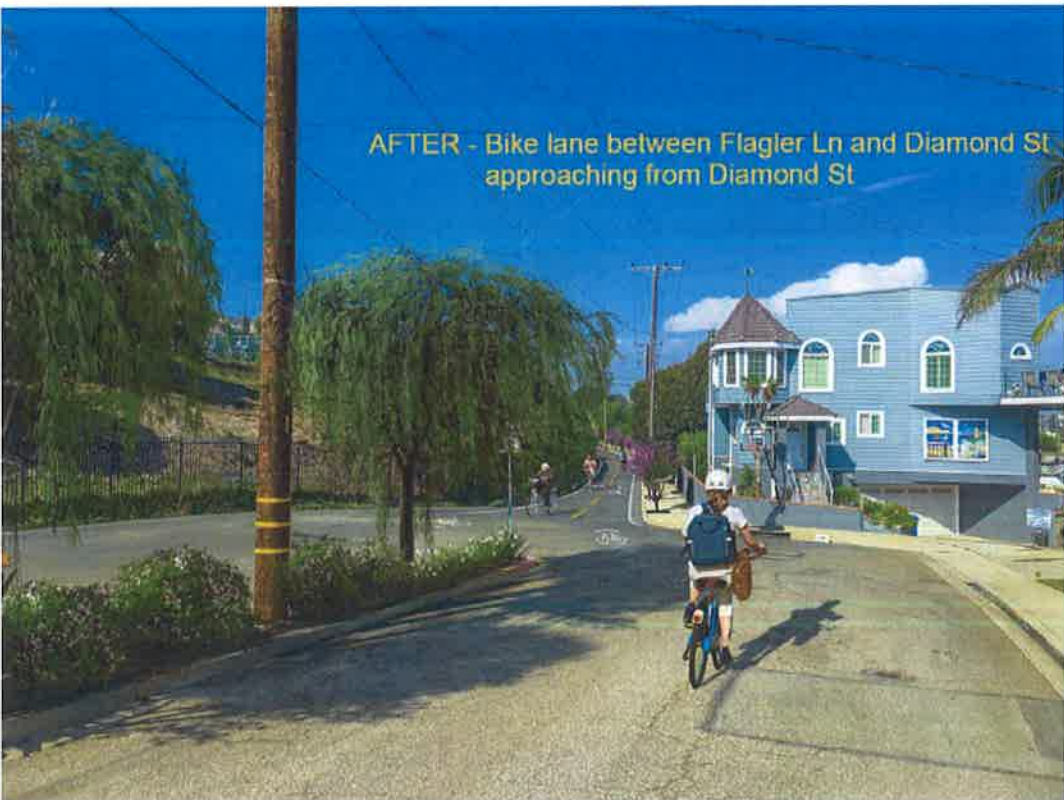
Kelly Wolschon







BEFORE - Alley between Flagler Ln and Diamond St approaching from Diamond St



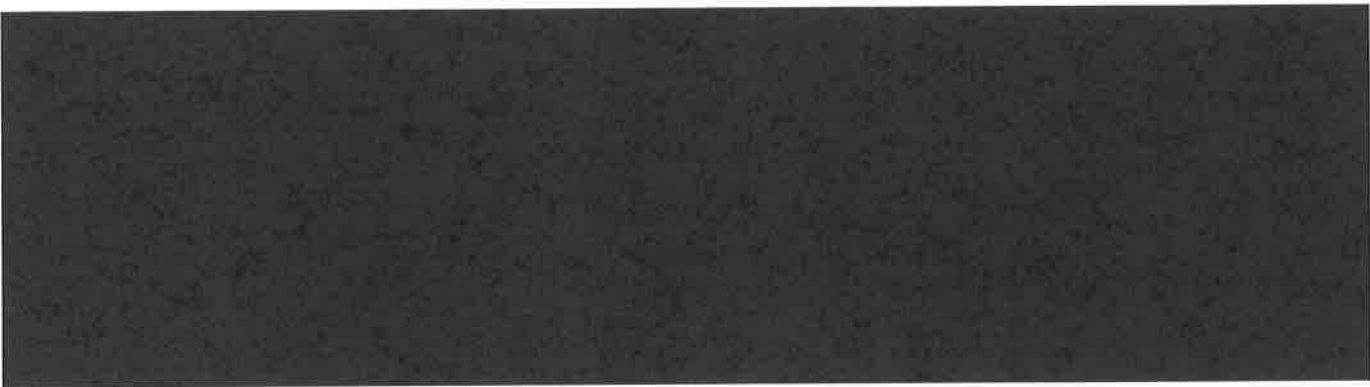
AFTER - Bike lane between Flagler Ln and Diamond St approaching from Diamond St

BEFORE - Alley between Flagler Ln and Diamond St
approaching from Flagler Ln



AFTER - Bike lane between Flagler Ln and Diamond St
approaching from Flagler Ln





[REDACTED]

From: cary alpert [REDACTED]
Sent: Sunday, November 06, 2022 8:55 AM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; [REDACTED]
Subject: Public Comment Item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

Hi,

This is an important and worthwhile addition to bicycle safety in the South Bay.

Thanks,

Cary Alpert

[REDACTED]

From: Lyn Hardy [REDACTED]
Sent: Sunday, November 06, 2022 9:11 AM
To: PWTraffic
Subject: PublicComment

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

My name is Lyndon Hardy. I live in northwest Torrance. I am opposed to the proposed plan for bike path enhancement – item 7A— for the following reasons:

1. Legal – Inconsistency with the South Bay Bicycle Path Master Plan

In 2011, the cities of the South Bay created a master plan for the development of Bike Paths. The Flagler Lane/Flagler Alley path was included in that plan. It was categorized as a “Biker Friendly Street.” Torrance was a signatory of that plan.

The proposed bike path is for a Class II Bike Path and totally inconsistent with the agreed upon master plan.

2. Health — Contaminants

Core drillings in the mesa above Flagler Lane have shown the presence there of carcinogenic chemicals. This has been documented by experts who analyzed the drilling cores.

The proposed plan includes removing part of the hillside on the north of Flagler Lane and Flagler Alley. Nearby residents will be exposed to these chemicals as part of constructing bike lane enhancement activities.

3. Health — Noise

The proposed construction occurs within 100 feet of nearby residencies. Previous studies of noise levels for the BCHD HLC, as documented in the Environmental Impact Report, state that the noise levels of that construction can cause hearing *loss*—not merely hearing inconvenience but hearing *loss*. This project is even closer.

4. Health — Construction Dust

All construction activities involving excavation create airborne dust. Dampening this dust with sprayed water is not 100 percent effective. The dust that does escape into the air could well contain hazardous chemicals, the presence of which has been documented in the core sample analysis.

5. Health — Safety

The proposed plan will increase presently occurring electric bicycle activity. The juncture with Flagler Lane at Towers street will be a continued hotspot for vehicle accidents.

6. Traffic — Closure During Construction

Heavy construction equipment will be needed in order to excavate, load, and haul away part of the west hillside of Flagler Lane and Flagler Alley. Both are narrow. During construction activities, there will be times when both the lane and alley must be closed to all normal traffic. How many hours of the day and how many days this will occur has not been estimated.

7. Traffic — Right-of-way Confusion

Automobiles and pedestrians on Flagler Lane, automobiles and pedestrians on Tower Street, and bicycles exiting Flagler Alley will converge at a single intersection. No signage design or review of how this can be managed has been produced. These activities must be accomplished before going forward.

8. Traffic — Bicycle Platoons

Often, bicyclists travel in platoons of 20 or more riders. They travel on streets with signalized traffic control. The plan for how platoons will be controlled at the Flagler Lane/Flagler Alley/Towers Street intersection must be formulated and reviewed.

9. Aesthetics – Lighting

The proposed design is for a Class II bike path. It includes the addition of street lighting. These street lights will glare into the backyards and bedroom windows of the residents on Tom Lee Circle. The design will reduce home values.

10. Aesthetics – Graffiti Magnet

The proposed design would continue the slope retaining wall for several hundred feet on the west side of the bike path.

This will create a large attractive space for graffiti taggers.

11. Financial – Law Suit Liability

The intersection of Flagler Lane, Towers Street and Flagler Alley bikers at a single intersection undoubtedly will have a high accident rate. The number of lawsuits directed at the city of Torrance will increase.

12. Financial – Increase in Police Patrols

The presence of a graffiti magnet along the west wall of the proposed bike path will require additional police patrolling and corresponding increase in costs to the city or neglect in other areas.

13. Financial – Increase in Graffiti Removal

Graffiti will increase. So will the expense of getting it removed.

[REDACTED]

From: Skye [REDACTED]
Sent: Sunday, November 06, 2022 9:46 AM
To: PWTraffic
Subject: I OPPOSE the BCHD Bike Path Project.

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Dear Torrance Traffic Commission:

I OPPOSE the BCHD Bike Path Project.

I am a long time Pacific South Bay resident. This particular area is the primary ingress and egress for the Pacific South Bay residential neighborhood. It is widely known that this stretch of the road has issues with speeding cars as evident when the Traffic Commission closed the road briefly to conduct the study. I've noticed the increasing number of kids and adults especially on E bikes speeding to and from the alley crossing Towers Street without looking and expecting cars to stop for them. I've personally witnessed several incidents where cars had to stop suddenly to avoid hitting the biker. If this project happens, it will incentivize more bikers and create a greater hazard. Whether going north or south on Towers Street, there are blind spots to be able to see bikers speeding by. Bike lanes do not belong in the ingress and egress of a residential neighborhood.

Susan E.
Pacific South Bay Resident

[REDACTED]

From: Hamant and Robin Patel [REDACTED]
Sent: Sunday, November 06, 2022 10:02 AM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

We oppose the BCHD Bike Path project. The bike path project needs further study by Torrance on all the issues regarding the corner of Flagler and Towers. Cars speed around the curve...kids currently ride their bikes/e-bikes without stopping to check traffic...pedestrians cross while looking at their phones....all these things need to be considered when deciding if a bike path is safe. In addition, widening Flagler lane will increase traffic which might further create a dangerous intersection.

Torrance must not permit the BCHD to proceed with this project in the City of Torrance without more detail about the impact on safety in addition to the impact to the Torrance neighborhood...Torrance would be responsible for all of the liability associated with the intersection and the bike path.

Thank you.

Robin and Hamant Patel

[REDACTED]

From: Daryl Evans [REDACTED]
Sent: Sunday, November 06, 2022 10:38 AM
To: PWTraffic
Cc: Finton, Steve
Subject: Public Comment item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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I am supportive of the Flagler Bike Lane Project. I believe it's a great way for people to get out and exercise and improve both mental and physical health and to engage with each other in a constructive way. The project provides an important bike/pedestrian connection and adds a sidewalk, lighting and traffic calming elements that add safety to the neighborhood while making it more comfortable for people walking and biking. This project has been identified on the South Bay Bicycle Master plan, and will connect existing and proposed bike infrastructure and allow people to safely get to schools, the beach and other amenities. I understand why some neighbors may have concerns about BCHD's Healthy Living Project, this is a separate project. This is funded by Measure M, and the association with BCHD should not distract from the fact that this will be a great community benefit.

Daryl Evans

[REDACTED]

From: [REDACTED]
Sent: Sunday, November 06, 2022 11:42 AM
To: PWTraffic
Subject: Public Comment

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

Re Item 7A: This email comes to you in support of the Flagler Bike Lane Project. As 40-year homeowners here in the South Bay, Hermosa Beach to be exact, my wife and I have been thrilled to see the ongoing embracing of alternative forms of transportation here in this beautiful year-round climate that we have, particularly the support for bike lanes and networks that support biking. We lived in NYC for 5 years from 1978 to 1983, a place we were able to live quite nicely without a car due to extensive public transportation. In recent visits we have been please to see the increasing support and encouragement for biking in that city, not the least of which is a network of bike lanes. And this in a city where the winters are brutal! We here in the beautiful sunny South Bay need to support in every way we can the growing network of bike lanes, and this Flagler Bike Lane Project is a needed piece of that network, and this project in particular will connect with other bike lane links allowing our citizens to get safely to and from schools, parks, shopping, the beach, everywhere we would ordinarily be getting into our cars for, burning energy and clogging the roads and searching for non-existent parking. And, there is the added health benefit of biking, allowing us get much needed cardio exercise and shedding some pounds! Biking is a win, win activity, and it needs to be encouraged in every way. Creating more bikeways and connecting with those that already exist will exponentially add to the healthy, safe transportation alternative need we are building here in the South Bay. The Flagler Bike Lane Project is unquestionably a valuable piece of the solution, and we encourage your support of this project!

Sincerely and gratefully,
Dency & Moira Nelson

[REDACTED]

[REDACTED]



Virus-free www.avg.com

From: Frank Briganti [REDACTED]
Sent: Sunday, November 06, 2022 11:47 AM
To: PWTraffic
Subject: Fwd: 7 & 7A Bicycle Path/Flagler lane

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

For Public Comment For Public Record

I am requesting that each Commissioner receive this Public Comment in writing(mail)

I am requesting this for the record due to the time limit of 1 minute at the Hearing!

1. Safety regarding bikers do to speeding cut through traffic from Beryl via towers to Redbeam to Del Amo Blvd. both ways.
 2. Corner of Beryl/Flagler will be constructed Pace Building(part of BCHD 15 yr Project)
Major increase in auto/pedestrian traffic! (adjacent to Bike Path)
 3. Currently both autos & bikers due not obey the traffic signals & speed limits!!!via Flagler In. ** HAS BEEN BEFORE THE TRAFFIC COMM BEFORE***
 4. BCHD is a party to the \$ 1.8 million dollars construction. * Have found out BCHD has already hired a construction company.?? ONLY BCHD benefits!!
 5. The Bike path will require hill side ground removal belonging to TORRANCE CITY!
 6. The Bike path will decrease the width of Flagler if no ground removal!(narrow it)!
 7. From Flagler/Towers there is a pathway only (Redondo students walk& bike thru it!
 8. THE TORRANCE RESIDENTS PACIFIC SOUTHBAY HOMES 300+ homes will be greatly affected by the Bike pathway. Increased Traffic! Auto v Bike.
****100 bicyclist killed & 100,000 accidents ref. CA DMV
For accidents who will respond TFD paramedics OR RBFd??
There will high illumination lightening & glare too our front yards (Tomlee ave +)Who will be on the bike path late at night24/7!
 9. The BIKE PATH does NOT benefit. TORRANCE PACIFIC SB home owners!!!
***** Asking the TORRANCE TRAFFIC Comm to vote NO***
- Thanks Dr. Briganti Tomlee ave.

1.

Sent from my iPad

Begin forwarded message:

From: Frank Briganti [REDACTED]
Date: November 6, 2022 at 11:01:41 AM PST

To: PWTraffic@torranceca.gov

Subject: 7 & 7A Bicycle Path/Flagler lane

For PUBLIC COMMENT For Public Record

I am requesting that each Commissioner receive this Public Comment in writing (mail)

I am requesting this for the Record due to the time limit of 1 Minute.at the hearing!

Sent from my iPad

[REDACTED]

From: Ann Nye [REDACTED]
Sent: Sunday, November 06, 2022 11:50 AM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; [REDACTED]
Subject: Public Comment item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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Please verify sender before opening attachments or clicking on links.

Torrance Traffic Commission and City Staff,

As an avid biker in your community, I am writing in **support of the Flagler Bike Lane Project.**

Providing safe bike access between metro and the beaches encourages commuting and recreational biking. The traffic calming elements makes it more safe for bikers and walkers.

I'm glad you are able to use Measure M funding for the Flagler Bike Lane Project.

A vote in support of this project will be a positive vote for Torrance and all the South Bay cities.

Ann Nye
PVE Resident

[REDACTED]

From: Jay Hoeschler [REDACTED]
Sent: Sunday, November 06, 2022 12:33 PM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; [REDACTED]
Subject: Public Comment Item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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Please verify sender before opening attachments or clicking on links.

Hello,

I'm Jay Hoeschler, an active cyclist and proponent of safer streets in our communities. Although I live in El Segundo, I regularly ride my bike throughout the South Bay, and I strongly support implementation of all bike lanes in the South Bay Bicycle Master Plan.

I'm also an annual volunteer for Bike / Walk to School Day in the South Bay, and I see first-hand the importance of getting kids safely to school in a non-motorized manner.

The implementation of the Flagler Bike Lane Project will help provide a critical non-motorized connection for the local parks and schools in the area, but also helps create an important link between the beach, the future high-density area of South Bay Galleria, and El Camino CC.

Providing safe pedestrian routes like Diamond / Flagler / Ripley is critical to the health of our community, reduces car trips, and eases parking burdens.

I also would like to remind Council and the community that this project is funded by Measure M, and not related to the BCHD project.

Please approve the Flagler Bike Lane Project, a very important community benefit for the health and safety of all community residents.

Thank you,

Jay Hoeschler

.....

Jay Hoeschler
[REDACTED]

[REDACTED]

From: Linda [REDACTED]
Sent: Sunday, November 06, 2022 1:21 PM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

I OPPOSE the BCHD Bike Path project!!! The surrounding residents have been AGAINST Flagler hillside construction for over 48 years (refer to Torrance City Council minutes of 11-12-74)! Pacific South Bay homeowners CANNOT handle additional traffic, and the many other negative results that will occur with this proposal. Torrance MUST NOT permit the BCHD to proceed with this project in the City of Torrance! PLEASE DENY this project for the good of the city!!! Thank you...

[REDACTED]

From: Diane Bible [REDACTED]
Sent: Sunday, November 06, 2022 1:42 PM
To: PWTraffic
Subject: Public Comment

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Re: November 7 2022 Traffic Commission Meeting
Agenda Item 7A. Proposed Bicycle Path\Lanes on Flagler Lane between Beryl Street and Diamond Street

Because Flagler Alley is currently used for both bicycle and pedestrian traffic, I am in favor of upgrading and beautifying it for its continued use as such. However, it is mandatory for BCHD to comply with all Torrance requirements for advance environmental impact studies as well as the city of Torrance bid process and construction requirements, in as much as the project is predominantly within Torrance city limits. The city of Torrance also needs to balance the benefit of having the improvements paid for by the BCHD with the ongoing need for maintenance as well as the potential liabilities as discussed in the Traffic Commission's agenda attachment. Only then can the city decide if the project is, on balance, worthwhile to approve. Given that part of the project is within the city of Redondo Beach, agreement on splitting maintenance costs as well as an agreed to timetable for such maintenance should be considered in advance of the approval of the project given current city of Torrance budget constraints.

Sincerely,
Diane Bible
Resident, Pacific South Bay tract
Torrance

WRITTEN COMMENTS SUBMITTED TO THE CITY OF TORRANCE TRAFFIC COMMISSION REGARDING THE PROPOSED FLAGLER LANE BICYCLE PATH

Donna Miodovski, [REDACTED]

I oppose the BCHD bike path. I live on Redbeam Avenue.

The Environmental Impact Report completed in 2020 related to the Heathy Living Campus concluded that nearly the entire site appears to be impacted by tetrachlorethylene or PCE, in soil vapor at concentrations in excess of the residential screening limit. PCE is a toxic chemical used in the dry-cleaning industry. This includes the boring sites of BC3, BC5, and BC11 which are located along the edge of the proposed bike path depicted in the map below.

This project involves excavating, trenching and grading of said area, resulting in the disturbance and aerosolization of PCE which is a known carcinogen. Disturbing a substantial amount of soil will result in the aerosolization of an unknown and dangerous amount of the toxic chemical PCE.

Exposure to PCE has not only resulted in cancer but also stillbirths and infertility. See attached documents. Is the City of Torrance ready to assume financial liability for this?

This is a health risk that I do not want for myself, my family and especially my neighbors who live within feet of this unnecessary project.



Table 3
Summary of Soil Analytical Results - VOCs in Soil Vapor
 Beach Cities Health District
 510-520 N. Prospect Avenue
 Redondo Beach, California

Sample ID	Depth (feet bgs)	Date	Benzene	Chloroform	Dichlorodifluoromethane (Freon 13)	1,1-Dichloroethene	Ethylbenzene	4-Isopropyltoluene	n-Propylbenzene	Styrene	Tetrachloroethylene (PCE)	Toluene	Trichloroethylene (TCE)	Trichlorotrifluoromethane (Freon 11)	1,2,4-Trimethylbenzene	1,3,5-Trimethylbenzene	m,p-Xylenes	o-Xylene	All Other VOCs
BC1-20	20	10/31/2019	ND	ND	68	ND	ND	ND	ND	ND	912	ND	ND	ND	14	ND	ND	ND	ND
			ND	ND	66	ND	ND	ND	ND	ND	ND	925	ND	ND	10	13	ND	ND	ND
BC1-30	30	10/31/2019	ND	ND	81	ND	ND	ND	ND	ND	932	ND	ND	ND	12	ND	ND	ND	ND
BC2-5	5	10/31/2019	ND	ND	ND	ND	ND	ND	ND	9	46	ND	ND	ND	19	ND	ND	ND	ND
BC2-15	15	10/31/2019	ND	ND	ND	ND	ND	ND	ND	ND	19	ND	ND	ND	8	ND	ND	ND	ND
BC3-5	5	10/31/2019	ND	ND	ND	ND	ND	ND	ND	ND	10	ND	ND	10	19	ND	23	13	ND
BC3-15	15	10/31/2019	ND	ND	17	ND	ND	ND	ND	ND	14	ND	ND	12	16	ND	ND	ND	ND
BC4-5	5	10/31/2019	ND	ND	16	27	22	ND	10	12	38	45	ND	ND	64	25	76	32	ND
BC4-15	15	10/31/2019	ND	8	30	ND	ND	ND	ND	ND	106	ND	ND	ND	15	ND	ND	ND	ND
BC5-5	5	10/31/2019	ND	ND	ND	ND	ND	ND	ND	ND	162	ND	ND	ND	19	ND	13	9	ND
BC5-15	15	10/31/2019	ND	ND	47	ND	22	ND	ND	9	370	18	ND	ND	24	8	105	45	ND
BC6-5	5	10/31/2019	ND	ND	41	ND	ND	ND	ND	ND	651	ND	ND	ND	18	ND	14	9	ND
BC6-15	15	10/31/2019	22	ND	114	ND	26	ND	ND	11	841	76	ND	10	36	15	95	35	ND
BC7-5	5	10/31/2019	8	ND	86	ND	21	ND	ND	11	1,300	54	ND	ND	24	8	77	31	ND
BC7-15	15	10/31/2019	ND	ND	21	ND	ND	ND	ND	ND	336	ND	ND	ND	8	ND	ND	ND	ND
BC8-5	5	10/31/2019	ND	ND	24	ND	ND	ND	ND	ND	207	ND	ND	ND	ND	ND	ND	ND	ND
BC8-15	15	10/31/2019	ND	ND	23	ND	ND	76	ND	ND	211	ND	ND	ND	10	ND	ND	ND	ND
BC9-5	5	10/31/2019	ND	54	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND	ND
BC9-15	15	10/31/2019	ND	ND	11	ND	ND	ND	ND	ND	10	ND	ND	ND	ND	ND	ND	ND	ND
BC10-5	5	10/31/2019	ND	27	ND	ND	ND	ND	ND	ND	27	8	ND	ND	9	ND	33	10	ND
BC10-15	15	10/31/2019	ND	26	ND	ND	ND	ND	ND	ND	11	ND	ND	ND	ND	ND	ND	ND	ND
BC11-5	5	10/31/2019	ND	ND	ND	ND	ND	ND	ND	ND	10	ND	ND	ND	ND	ND	ND	ND	ND
BC11-15	15	10/31/2019	ND	ND	37	ND	ND	ND	ND	ND	573	ND	ND	ND	ND	ND	ND	ND	ND
BC12-5	5	10/31/2019	ND	ND	15	ND	ND	ND	ND	ND	286	ND	ND	ND	ND	ND	17	ND	ND
			ND	ND	14	ND	ND	ND	ND	ND	ND	263	ND	ND	ND	ND	ND	ND	ND
BC12-15	15	10/31/2019	ND	ND	54	ND	ND	ND	ND	ND	1,450	ND	ND	24	ND	ND	20	9	ND
BC13-5	5	10/31/2019	ND	ND	15	ND	ND	ND	ND	ND	441	ND	ND	ND	ND	ND	ND	ND	ND
BC13-15	15	10/31/2019	ND	ND	66	ND	ND	ND	ND	ND	1,710	ND	ND	ND	ND	ND	ND	ND	ND
BC14-5	5	10/31/2019	ND	ND	26	ND	ND	ND	ND	ND	796	ND	ND	ND	ND	ND	ND	ND	ND
BC14-15	5	10/31/2019	ND	ND	73	ND	ND	ND	ND	ND	2,290	ND	ND	ND	ND	ND	ND	ND	ND
BC15-5	5	10/31/2019	ND	ND	14	ND	ND	ND	ND	ND	406	ND	ND	ND	ND	ND	ND	ND	ND
BC15-15	15	10/31/2019	ND	ND	62	ND	ND	ND	ND	ND	1,800	ND	12	ND	ND	ND	ND	ND	ND
Maximum Concentration			22	54	114	27	26	76	10	12	2,290	76	12	24	64	25	105	45	--
Soil Vapor Screening Level (ug/m ³)	Residential	3.2	4.1	3,333	2,400	37	-	33,333	31,000	15	10,000	16	43,333	2,100	2,100	3,500	3,500	--	
	Commercial / Industrial	14	18	14,667	10,000	160	-	146,667	130,000	67	44,000	100	176,667	8,666	8,666	15,000	15,000	--	

all concentrations in micrograms per cubic meter (ug/m³)

Soil vapor screening levels based on published ESLs, or calculated from HHRA or RSL values using an Attenuation Factor (AF) of 0.03

ESL = RWQCB Environmental Screening Levels (August 2019)

HHRA = DTSC Human Health Risk Assessment Note 3 Screening Levels (April 2019)

RSL = EPA Regional Screening Level (November 2019)

ND = Not detected

bgs = below ground surface

- A total of 16 VOCs were detected in one or more of the 30 soil vapor samples. Only three (3) were reported at concentrations in excess of their respective screening levels; PCE, benzene, and chloroform.
 - PCE was detected in 29 of the 30 soil-vapor samples at a maximum concentration of 2,290 ug/m³. Twenty-four (24) of the reported concentrations are greater than the residential SL of 15 ug/m³. The highest concentrations were generally detected in deeper samples from locations near the former drycleaner (BC7, BC12, BC13, BC14, and BC15).
 - Benzene was detected in two (2) samples (BC6-15 and BC7-5) at a maximum concentration of 22 ug/m³, which both exceed the residential SL of 3.2 ug/m³.
 - Chloroform was detected in four (4) samples (BC4-15, BC9-5, BC10-5, and BC10-15) at a maximum concentration of 54 ug/m³. All of these concentrations exceed the residential SL of 4.1 ug/m³.

- A total of 22 VOCs were detected in one or more of the 5 indoor air samples. Only six (6) were reported at concentrations in excess of their respective screening levels; benzene, bromodichloromethane, chloroform, ethylbenzene, 1,1,2,2-tetrachloroethane, and vinyl chloride.
 - PCE, the chemical considered to present the greatest potential vapor intrusion risk based on concentration in soil vapor samples, was reported at concentrations less than the residential screening level in all indoor air samples.
 - Three (3) of the compounds reported in indoor air samples at concentrations in excess of their residential screening levels (bromodichloromethane, 1,1,2,2-tetrachloroethane, and vinyl chloride) were only reported in a single ambient air sample, and were not detected in any of the soil vapor samples. The presence of these compounds in indoor air are not considered to be related to vapor intrusion.
 - Benzene and chloroform were the only compounds detected in soil vapor samples and above their residential screening level in multiple ambient air samples. With the exception of the sample collected from the parking garage storage room (520-8), the concentrations of these compounds in ambient air samples were generally consistent with the concentrations reported in the background outdoor air sample, and are not considered to be related to vapor intrusion.

Based on the findings of this assessment Converse concludes the following:

- Nearly the entire Site appears to be impacted by PCE in the soil vapor at concentrations in excess of the residential SL. The former dry cleaners that



operated at the northwestern adjoining property is suspected to be the source of the PCE, as concentrations generally decrease to the south across the Site with distance from the cleaners location. These concentrations present a potential vapor intrusion risk, but based on findings from this assessment it does not appear that the Site is currently being significantly impacted by vapor intrusion.

- There is no evidence of Site impacts as a result of being located within the Torrance Oil Field, or from the former landfill located on northeastern adjoining property (200 Flagler Lane).
- There is no evidence of Site impacts from the 10,000-gallon diesel-fuel UST currently operating at the Site, or from the service station on the northwestern adjoining property (1200 Beryl Street).
- Minor impacts from benzene and chloroform were identified at the Site. Sources for these compounds are unknown, but may include minor leaks from automobiles in the parking lot and leaks from water lines, respectively.





Perchloroethylene (PCE) Pollution

Synonyms: perchloroethene, tetrachloroethene, tetrachloroethylene, may also be referred to as “Perc”

PCE is an **organic chemical** introduced in the environment by human activity. Specifically, it is a widely used solvent, especially in dry cleaning activities. PCE is also used as a degreaser and in some consumer products (e.g., shoe polish, typewriter correction fluid). Although not theoretically impossible, there is no evidence that PCE forms or occurs naturally in the environment. Thus, its detection in an environmental sample (e.g., groundwater, surface water, soil, indoor, or ambient air) is associated with PCE spills or accidental release.

PCE is toxic to humans at very low concentrations. The Environmental Protection Agency has established a Maximum Contaminant Level for PCE in water of 5 parts per billion (or micrograms per Liter). At this low amount, practically PCE cannot be perceived by smell or taste. For example, people may smell PCE in air at concentrations above 1 ppm (parts per million).

Where Is PCE Used/Found?

- dry cleaning / dry cleaned clothes
- degreasing activities / industrial sites
- consumer products (e.g., shoe polish, typewriter correction fluid)
- manufacturing and auto repair shops
- manufacturing of chlorofluorocarbons
- auto paint
- electroplating

General Description/Properties

PCE is a halogenated organic compound composed of 2 atoms of carbon and 4 atoms of chlorine (two chlorine atoms linked to each carbon). The two carbons are linked with each other by a double chemical bond. Thus, PCE does not contain any hydrogen atoms.

PCE is a colorless liquid with a sweetish smell which is not flammable under normal temperature and pressure. It is part of a class of chemicals also known as halogenated volatile organic compounds (HVOCs). This means that PCE evaporates (goes from liquid into gaseous form when in contact with air).

PCE is also part of a class of chemicals referred to as “chlorinated solvents”. Due to the presence of one or more chlorine atoms in their structure chlorinated solvents are heavier than water. Chlorinated solvents are also referred to as Dense Non-Aqueous Phase Liquids (DNAPLs).

Environment Fate and Transport

Basically, when spilled into the environment, part of the spilled PCE will evaporate, while another part will infiltrate through the ground into the subsurface.

Air: Once in air, PCE was shown to be oxidized with a half life of 96 days.

Subsurface: Once in the subsurface, PCE will move downward under the influence of gravity. Its downward movement will be slowed down or sometimes even stopped by layers of low permeability (such as clays or silts). When this happens, PCE will start moving laterally following the slope of the low permeability layer until it either reaches a dip in the layer and accumulates in pools or until it finds a hole in the layer which enables further downward movement. Usually groundwater will also sit on less permeable subsurface layers thus the subsurface accumulated pools of PCE will serve as a secondary source providing PCE into water continuously until the PCE underground accumulated pool gets depleted.

Groundwater: When it comes in contact with groundwater, PCE will start dissolving in groundwater until it reaches its solubility limit. Thus, when in contact with groundwater part of PCE will solubilize and the remaining part will continue to travel downward percolating the water table and accumulating at the bottom of the water since PCE is heavier (more dense) than water. The PCE sitting on the bottom of water will act as a secondary source by continuously dissolving PCE into the water.

Thus, PCE may travel in the subsurface as a DNAPL, as a dissolved phase into groundwater, and as a gaseous phase. As a DNAPL PCE may accumulate on the bottom of groundwater table in a dip. DNAPL flow direction is in general independent from groundwater flow direction, as it relates to sloping of underground low permeable layers. In contrast, the dissolved PCE phase will travel with groundwater. During subsurface transport, some PCE may be absorbed to soil particles. However, PCE does not strongly sorb to soil.

What makes PCE a problematic pollutant is its resistance to degradation/biodegradation, unlike, petroleum hydrocarbons (which usually degrade fast in the environment).

How Can You Be Exposed to PCE?

Through inhalation:

- breathing in air contaminated with gaseous PCE:
 - indoor air from a building sitting on contaminated soil and/or groundwater
 - indoor air from a workplace where PCE is manufactured or used (e.g., in dry cleaning)
- breathing the PCE vapors during a bath or shower with contaminated water (especially when well water and not municipal water is used)
 - wearing dry cleaned clothes soon after they are dry cleaned
- breathing in the vicinity of a person which was recently exposed to PCE (e.g., workers) - such person may exhale PCE vapors

Through skin absorption (please note that PCE is not efficiently absorbed through the skin):

- Playing on contaminated ground
- Bathing in contaminated water
- Spending time in a contaminated atmosphere
- wearing dry cleaned clothes soon after they are dry cleaned

Through ingestion:

- Contaminated water

- Contaminated food
- Accidentally ingest contaminated particles (e.g., soil)

Through breast feeding – since PCE accumulates in milk due to its lipophilic nature

Health Effects

Non-Cancer Effects

Exposure to PCE may cause a variety of health effects depending on the amount of PCE and exposure time. Such effects may include:

In chronic exposures:

- Skin irritation
- Dizziness
- Headache
- Liver and kidney damage
- Menstrual problems and spontaneous abortions (in exposed women)

In acute exposures (to high amounts of PCE):

- Central nervous system damage (for exposure to more than 100 ppm pf PCE):
 - Unconsciousness
 - Difficulty in walking and speaking
 - Nausea
 - Vomiting
- Death from respiratory depression (ingestion of more than 1,500 ppm of PCE)
- Death (within 4 hours) – by ingestion of 2,600-4,000 ppm PCE (experiments with rats)

Please note that the data related to such exposure pollution is usually obtained through animal studies and may not be verified in humans, however the potential to cause similar problems in humans remains.

Cancer Effects

PCE is reasonably anticipated carcinogen, which means that it was proven to cause tumors in mice and it has the potential to cause cancer in humans, especially when exposure to high amounts of PCE has occurred. The following type of cancers may be associated to exposure to PCE:

- Lung cancer
- Cancer of colon-rectum
- Esophageal cancer
- Bladder cancer

1. PUBLIC HEALTH STATEMENT FOR TETRACHLOROETHYLENE

This Public Health Statement summarizes the Agency for Toxic Substances and Disease Registry's (ATSDR) findings on tetrachloroethylene, including chemical characteristics, exposure risks, possible health effects from exposure, and ways to limit exposure.

The U.S. Environmental Protection Agency (EPA) identifies the most serious hazardous waste sites in the nation. These sites make up the National Priorities List (NPL) and are sites targeted for long-term federal clean-up activities. The EPA has found tetrachloroethylene in at least 949 of the 1,854 current or former NPL sites. The total number of NPL sites evaluated for tetrachloroethylene is not known. But the possibility remains that as more sites are evaluated, the sites where tetrachloroethylene is found may increase. This information is important because these future sites may be sources of exposure, and exposure to tetrachloroethylene may be harmful.

If you are exposed to tetrachloroethylene, many factors determine whether you'll be harmed. These include how much you are exposed to (dose), how long you are exposed (duration), how often you are exposed (frequency), and how you are exposed (route of exposure). You must also consider the other chemicals you are exposed to and your age, sex, diet, family traits, lifestyle, and state of health.

WHAT IS TETRACHLOROETHYLENE?

Tetrachloroethylene is a nonflammable colorless liquid. Other names for tetrachloroethylene include perchloroethylene, PCE, PERC, tetrachloroethene, and perchlor. Most people can smell tetrachloroethylene when it is present in the air at a level of 1 part in 1 million parts of air (ppm) or more. Tetrachloroethylene is used as a dry cleaning agent and metal degreasing solvent. It is also used as a starting material (building block) for making other chemicals and is used in some consumer products. For more information, see Chapters 4 and 5.

WHAT HAPPENS TO TETRACHLOROETHYLENE WHEN IT ENTERS THE ENVIRONMENT?

Tetrachloroethylene can be released into the air, water, and soil at places where it is produced or used. Most releases of tetrachloroethylene during its use are directly to the atmosphere. Tetrachloroethylene degrades slowly in the atmosphere, with a half-life of about 100 days.

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When tetrachloroethylene is released to surface water or surface soil, it tends to evaporate quickly; however, tetrachloroethylene is also mobile in soil and has the potential to leach below the soil surface and contaminate groundwater and the air space between soil particles. Tetrachloroethylene can also break down to trichloroethylene, dichloroethylene, vinyl chloride, and ethene through reductive dechlorination.

HOW MIGHT I BE EXPOSED TO TETRACHLOROETHYLENE?

Much of the tetrachloroethylene released into the air comes from the dry cleaning industry. Some tetrachloroethylene may be released from dry cleaned or consumer products. Tetrachloroethylene breaks down very slowly in the air and so it can be transported long distances in the air. The average concentration of tetrachloroethylene in the air of the United States is typically less than 1 microgram per cubic meter of air ($\mu\text{g}/\text{m}^3$).

A variety of industries that use tetrachloroethylene (such as metal degreasing and dry cleaning) produce liquid wastes that contain the compound, which may then end up at waste treatment facilities. Tetrachloroethylene evaporates quickly from water into air, although some tetrachloroethylene may remain in the water. It is generally slow to break down in water. Tetrachloroethylene can migrate through groundwater (or soil) up into the air of homes and buildings through vapor intrusion.

Contamination of soil can occur when tetrachloroethylene at a waste disposal site seeps out of the waste and into the soil. Tetrachloroethylene may evaporate quickly from shallow soils or may filter through the soil and into the groundwater below. It is generally slow to break down in soil.

HOW CAN TETRACHLOROETHYLENE ENTER AND LEAVE MY BODY?

Tetrachloroethylene can enter your body from the air, water, or soil. It can also absorb through the skin if there is direct skin contact with the liquid form of tetrachloroethylene.

Tetrachloroethylene in air can easily enter your body when you breathe it in. Most of the tetrachloroethylene that you breathe in will go into your bloodstream and into other organs, but it also rapidly leaves your body. A small amount of tetrachloroethylene in the air can also move through your skin and into your bloodstream.

When tetrachloroethylene is found in water, it can enter your body when you drink or touch the water or when you breathe in steam from the water. Most of the tetrachloroethylene that you breathe in or drink

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will move from your stomach or lungs into your bloodstream. When you touch water containing tetrachloroethylene, some of it can get through your skin into your body, but not as much as when you breathe or swallow it.

You can be exposed to tetrachloroethylene in soil when small amounts of soil are transferred to your mouth accidentally, when your skin touches the soil, or when you breathe air or dust coming from the soil.

If you have tetrachloroethylene in your blood, you will breathe most of it out very quickly. A small amount of tetrachloroethylene in your blood may get changed into other chemicals that leave your body in urine. It takes about 3 days for half of the tetrachloroethylene in your body to be eliminated.

HOW CAN TETRACHLOROETHYLENE AFFECT MY HEALTH?

Tetrachloroethylene exposure may harm the nervous system, liver, kidneys, and reproductive system, and may be harmful to unborn children. If you are exposed to tetrachloroethylene, you may also be at a higher risk of getting certain types of cancer.

If you are exposed for short time periods (a few hours to less than 14 days), tetrachloroethylene may cause effects on your health. If you breathe in air containing a lot of tetrachloroethylene, you may become dizzy or sleepy, develop headaches, and become uncoordinated; exposure to very large amounts in the air can cause unconsciousness. Some people have died after being exposed in tanks or other small spaces, or after intentionally breathing in a large amount of tetrachloroethylene.

People who are exposed for longer time periods to lower levels of tetrachloroethylene in air may have changes in mood, memory, attention, reaction time, or vision. Studies in animals exposed to tetrachloroethylene have shown liver and kidney effects, and changes in brain chemistry, but we do not know what these findings mean for humans.

Tetrachloroethylene may have effects on pregnancy and unborn children. Studies in people are not clear on this subject, but studies in animals show problems with pregnancy (such as miscarriage, birth defects, and slowed growth of the baby) after oral and inhalation exposure.

Exposure to tetrachloroethylene for a long time (years) may lead to a higher risk of getting cancer, but the type of cancer that may occur is not well-understood. Studies in humans suggest that exposure to

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tetrachloroethylene may lead to a higher risk of getting bladder cancer, multiple myeloma, or non-Hodgkin's lymphoma. In animals, tetrachloroethylene has been shown to cause cancers of the liver, kidney, and blood system. It is not clear whether these effects might also occur in humans, because humans and animals differ in how their bodies handle tetrachloroethylene.

The EPA considers tetrachloroethylene to be "likely to be carcinogenic to humans by all routes of exposure" based on suggestive evidence in human studies and clear evidence of mononuclear cell leukemia in rats and liver tumors in mice exposed for 2 years by inhalation or stomach tube.

The International Agency for Research on Cancer considers tetrachloroethylene "probably carcinogenic to humans" based on limited evidence in humans and sufficient evidence in animals.

The National Toxicology Program considers tetrachloroethylene to be "reasonably anticipated to be a human carcinogen."

HOW CAN TETRACHLOROETHYLENE AFFECT CHILDREN?

This section discusses potential health effects of tetrachloroethylene exposure in humans from when they're first conceived to 18 years of age.

It is not known whether children are more susceptible than adults to the effects of tetrachloroethylene. There are very few studies available to answer this question, and many more studies are needed.

We do not know for sure whether tetrachloroethylene can cause birth defects in humans. A few studies in humans have suggested that exposure to tetrachloroethylene increased the numbers of babies with heart, oral cleft, or neural tube defects, but these studies were not large enough to clearly answer the question. Studies in animals exposed by inhalation or stomach tube have not shown clear evidence of specific birth defects.

HOW CAN FAMILIES REDUCE THE RISK OF EXPOSURE TO TETRACHLOROETHYLENE?

If your doctor finds that you have been exposed to significant amounts of tetrachloroethylene, ask whether your children might also be exposed. Your doctor might need to ask your state health department to investigate. You may also contact the state or local health department with health concerns.

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Tetrachloroethylene has the potential to contaminate foods, although the levels found in food are generally low. Contact local drinking water authorities and follow their advice if you have any concerns about the presence of tetrachloroethylene in your drinking water. Tetrachloroethylene can be present in the indoor air of homes and apartments above dry cleaning facilities. To minimize risks associated with breathing in contaminated vapors, ensure that the area is well ventilated.

Tetrachloroethylene can also be present in groundwater and soil underneath a building or a home, resulting in above-ground vapors through vapor intrusion (movement of vapors from groundwater or soil into air). If you think that you may have groundwater contaminated with tetrachloroethylene, contact your local state health department. In addition, a depressurization system, an increase in the air exchange rate between indoor and outdoor air, or vapor barriers can reduce exposure to tetrachloroethylene from vapor intrusion. Prevent children from playing in dirt or eating dirt if you live near a waste site that has tetrachloroethylene.

Tetrachloroethylene is widely used as a scouring solvent that removes oils from fabrics, as a carrier solvent, as a fabric finish or water repellent, and as a metal degreaser/cleaner. Follow instructions on product labels to minimize exposure to tetrachloroethylene. Storing these items in a shed or an outside location may reduce exposure and decrease the impact on indoor air.

ARE THERE MEDICAL TESTS TO DETERMINE WHETHER I HAVE BEEN EXPOSED TO TETRACHLOROETHYLENE?

Tetrachloroethylene and its breakdown products (metabolites) can be measured in blood and urine. Although the detection of tetrachloroethylene or its metabolites cannot predict the kind of health effects that might develop from that exposure, if tetrachloroethylene is detected, that would indicate a level of exposure that might be associated with a health effect. Because tetrachloroethylene and its metabolites leave the body fairly rapidly, the presence or absence of them in the urine is not an accurate measure of long-term exposure.

For more information on the different substances formed by tetrachloroethylene breakdown and on tests to detect these substances in the body, see Chapters 3 and 7.

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WHAT RECOMMENDATIONS HAS THE FEDERAL GOVERNMENT MADE TO PROTECT HUMAN HEALTH?

The federal government develops regulations and recommendations to protect public health. Regulations can be enforced by law. Federal agencies that develop regulations for toxic substances include the Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), and the Food and Drug Administration (FDA). Recommendations provide valuable guidelines to protect public health but are not enforceable by law. Federal organizations that develop recommendations for toxic substances include the Agency for Toxic Substances and Disease Registry (ATSDR) and the National Institute for Occupational Safety and Health (NIOSH).

Regulations and recommendations can be expressed as “not-to-exceed” levels; that is, levels of a toxic substance in air, water, soil, or food that do not exceed a critical value usually based on levels that affect animals; levels are then adjusted to help protect humans. Sometimes these not-to-exceed levels differ among state and federal organizations. Different organizations use different exposure times (e.g., an 8-hour workday or a 24-hour day), different animal studies, or emphasize some factors over others, depending on their mission.

Recommendations and regulations are also updated periodically as more information becomes available. For the most current information, check with federal or state agencies or organization that issued the regulation or recommendation.

EPA set a maximum contaminant level (MCL) of 0.005 milligrams per liter (mg/L; 5 ppb) as a national primary drinking standard for tetrachloroethylene and noted liver problems and increased risk of cancer as potential health effects from long-term exposure above the MCL.

OSHA has set an 8-hour time-weighted average (TWA) permissible exposure limit of 100 ppm, an acceptable ceiling exposure limit of 200 ppm, and a maximum peak of 300 ppm (not to be exceeded for more than 5 minutes of any 3-hour period).

NIOSH recommends that workplace exposure to tetrachloroethylene be minimized due to concerns about its carcinogenicity.

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WHERE CAN I GET MORE INFORMATION?

If you have any questions or concerns, please contact your community or state health or environmental quality department, or contact ATSDR at the address and phone number below. You may also contact your doctor if experiencing adverse health effects or for medical concerns or questions. ATSDR can also provide publicly available information regarding medical specialists with expertise and experience recognizing, evaluating, treating, and managing patients exposed to hazardous substances.

- Call the toll-free information and technical assistance number at 1-800-CDCINFO (1-800-232-4636) or
- Write to:
Agency for Toxic Substances and Disease Registry
Division of Toxicology and Human Health Sciences
1600 Clifton Road NE
Mailstop S102-1
Atlanta, GA 30329-4027

Toxicological profiles and other information are available on ATSDR's web site:
<http://www.atsdr.cdc.gov>.

[REDACTED]

From: alan archer [REDACTED]
Sent: Sunday, November 06, 2022 2:04 PM
To: PWTraffic
Subject: BCHD proposed bike path

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Public Works Department

We are opposed to this bike path project. If you give BCHD an inch they will ask for a mile. If this is approved, they will have their foot in the door for nothing more than a few gallons of paint to get control over Torrance land that they have been coveting since they first came up with their "wealthy dying campus project".

They have probably said they will maintain the bike path in perpetuity as part of their selling points. Once they have the bike path they will come back later and say something like " Well we are already maintaining the bike path why don't you give us the land above the path as it will be easier to maintain by one entity".

This is nothing more than a backdoor scam to get control over City of Torrance land and we OPPOSE this project.

Thank you,
Alan and Alice Archer
Residents on Tomlee Ave.

[REDACTED]

From: LINDA Zelik [REDACTED]
Sent: Sunday, November 06, 2022 2:09 PM
To: PWTraffic
Subject: BCHD bike path

Follow Up Flag: Follow up
Flag Status: Flagged

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To Torrance Traffic Commission :

Please be advised that I am strongly opposed to the proposed bike path!

As a 38 year resident in West Torrance [REDACTED] I am one block east of Flagler Lane.

There are many reasons against it, here are a few:

1. Unnecessary; the *existing* road, sidewalks and alley are sufficient for both pedestrians and bikes.
2. Dangerous; it will encourage an increased volume of bicycles and E-bikes in the surrounding heavily trafficked intersections at Beryl and Diamond.
3. Expense; in addition to the proposed cost of \$1,200,000 by BCHD, Torrance will have increased costs to patrol it, liability surrounding the danger of kids falling from this 30 foot retaining wall, and clean-up from graffiti being sprayed on the wall.
4. Unhealthy; noise and contaminants would be released into the air and our neighborhood from the excavation, trucks and building the retaining wall. Also, it would cause severe disruption to Torrance residents.
5. Deceptive; BCHD is using this excuse to gain the coveted Torrance land & necessary retaining wall to continue *their* plans to build the monstrous, and ill-conceived, 7 story assisted living project. Why would they care, or want to invest in this expensive bike path otherwise?

I ask that you refuse this "Trojan horse" proposal by BCHD.

Respectfully, Linda Zelik

[REDACTED]

From: M & P Ackerman [REDACTED]
Sent: Sunday, November 06, 2022 3:10 PM
To: PWTraffic; Traffic Commission
Subject: Public Comments- Proposed BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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To Whom this May Concern,

We oppose the BCHD Bike Path project.

We have lived at [REDACTED] for over 36 years. We enjoy our quiet neighborhood and especially our walk down to the Redondo Beach Pier via Flagger lane on almost a daily basis.

We not only oppose BCHD proposed Healthy Living Campus project, but even more strongly oppose the City of Torrance giving up Torrance land for BCHD use (leading to the Healthy Living Campus project) which would literally destroy our daily lives for the next 25 years to come.

- The bike path project needs further study by Torrance on all the issues. No EIR was performed on the bike path. The public is entitled to more detail about the impacts
- Major construction is close to homes and schools. Residents would be severely impacted by hillside excavation on an unstable hillside, widening Flagler Lane, increased traffic, noise, privacy issues, lighting.
- The City of Torrance would be liable for any unforeseen issues that will arise
-

Torrance must not permit the BCHD to proceed with this project in the City of Torrance.

Thank you for listening to our concerns.

Concerned Torrance Residents
Michael & Patty Ackerman

From: Mark Nelson (Home Gmail) [REDACTED]
Sent: Sunday, November 06, 2022 3:23 PM
To: Stop BCHD
Cc: [REDACTED]
Subject: Re: Public Comment - BCHD Proposed Bike Path Permitting in Torrance

Follow Up Flag: Follow up
Flag Status: Flagged

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The FEIR for the project states that BCHD is pursuing the bike path as a separate project. Therefore, the FEIR does not apply. Since BCHD is proposing the project, then it seems as though it would be forced to be the lead agency. Alternatively, the project can be extracted from BCHD since it uses NO BCHD land, and instead, it could be parsed out to Torrance and Redondo. In ANY EVENT the project is not environmentally approved or ripe for permitting unless someone can provide a certified EIR that includes widening the intersection, adding a sidewalk, adding retaining walls, grading, creating a bike path and bike lanes.

On Sun, Nov 6, 2022 at 11:19 AM Stop BCHD [REDACTED] wrote:

To: Torrance Mayor, Council, Traffic Commission, Planning Commission and Redondo Beach Planning Commission

Dear Mayor, Council, and Commissioners:

BCHD's proposed bike lane project is a connected action to its mammoth nearly 110-foot tall, 800,000 sqft Phase 1/Phase 2 campus building expansion plan. We encourage the City of Torrance to use all of the tools that it has available to protect Residents from damages of the larger BCHD project. Torrance has the Hillside Overlay ordinance for new development within the area and that ordinance clearly articulates the protections to Residents. While the BCHD project is not in the City, the City should act to protect its Residents to the same standard, using all tools at its disposal. A first line, modest cost tool is withhold or deny all permits to BCHD until a global settlement of all issues that enforces the intent of the Hillside Overlay protections for Residents.

Further, BCHDs proposal that is published in the Torrance Traffic Commission Agenda Packet is thin on facts and impacts assessments. It should be returned to BCHD for further work before wasting Torrance staff's time on this ill-defined action. The public and staff deserve better.

OBLIGATION OF THE CITY TO PROTECT PROPERTY OWNERS AND TAXPAYERS

Clearly, the proposed Phase One 107.5 foot tall, nearly 300,000 sqft commercial facility that will be developed/owned/operated on public land in Redondo Beach has negative effects on both Torrance and Redondo Beach property. Phase Two will place an 8-10 story parking ramp over 100-feet above the Tomlee (south) neighborhood as well.

The Hillside Overlay demonstrates the intent of the City in its regulation of new development. Despite the fact that BCHD's commercial vendor, PMB, will be building in Redondo Beach, doesn't Torrance have an affirmative obligation to protect its Residents? Specifically, at least the following from the Ordinance are required for compliance in new development and should be enforced through negotiation and withholding permits:

- a) The proposed development will not have an adverse impact upon the view, light, air and privacy of other properties in the vicinity;
- b) The development has been located, planned and designed so as to cause the least intrusion on the views, light, air and privacy of other properties in the vicinity;
- c) The design provides an orderly and attractive development in harmony with other properties in the vicinity;
- d) The design will not have a harmful impact upon the land values and investment of other properties in the vicinity;

Until such time that these key protections for Residents are accepted by BCHD and enforced by the City, no permitting for any purpose with BCHD should be processed.

Additional issues that City Policymakers and Staff need to consider regarding the BCHD bike lane project include:

PROJECT DEVELOPMENT, LIABILITY & OWNERSHIP

- 1) Should BCHD be the developer of the project within Torrance?
- 2) Should Torrance be the developer at BCHD's full expense within Torrance, including reimbursement of Torrance staff?
- 3) Should Torrance retain 100% ownership and right of determination over the land and construction product (i.e., bike lanes, path and any equipment)
- 4) Should Torrance require 100% liability indemnification from BCHD for any liability action against Torrance with a cause of action involving the development, bike lane, bike path, equipment or use thereof by any party?
- 5) Should any easement or rights of way be granted to BCHD, or, should Torrance retain 100% control of its property?
- 6) Should any easements on the bike lanes/path require 100% restriction to non-motorized/non-electric bikes?
- 7) Should any rights of way on the bike lanes/path be expressly limited to the bike project only?
- 8) Should Torrance require a non-wasting trust by BCHD to pay for any required maintenance caused by the development in the future?

PROJECT BENEFIT VS DETRIMENTS TO TORRANCE RESIDENTS

- 9) Should Torrance be required to apply the Hillside Overlay to its actions related to any BCHD project?
- 10) Should Torrance be required to defend the intent of the Hillside Overlay in Torrance's actions with BCHD?
- 11) Given that the BCHD Phase 1 and Phase 2 projects will damage privacy, increase noise, and cause other damages to quality of life in Torrance, shouldn't the City oppose all BCHD actions?
- 12) Is BCHD's proposed realignment and widening of Flagler at Beryl necessary and beneficial to the residents of Torrance?
- 13) 95% of the BCHD PACE enrollees will be non-residents of the BCHD cities and therefore about 350+ enrollees will be brought daily to PACE at Beryl & Flagler by car, van or other mode. Will BCHD's proposed realignment and widening of Flagler, coupled with BCHD's daytime drop-off and pickup facility at Beryl and Flagler simply increase traffic in Torrance residential neighborhoods?
- 14) Should the widening of Flagler be denied?
- 15) Is BCHD's proposed sidewalk on the west side of Flagler of value to Torrance residents?
- 16) Will the sidewalk serve primary usage for BCHD PACE and other commercial activities?
- 17) Should the sidewalk on the west side of Flagler be denied?
- 18) Should BCHD's Deforestation Plan that was provided to the City of Redondo Beach in the Pre-CUP be allowed to remove 100% of the mature trees on the slope between the Torrance City Limit and Flagler?

19) Should any bike lane or bike path action be required to preserve 100% of mature trees on Torrance property?

INADEQUATE BCHD PROPOSED PLAN WORK PRODUCT

- 20) Fails to provide information regarding deforestation intent.
- 21) Fails to provide estimates of the excavation volumes and fill volumes by action and city, such as bike path, bike lane, and sidewalk.
- 22) Fails to provide any protections for the construction and ongoing privacy of Torrance hillside overlay residents.
- 23) Fails to provide diagrams indicating whether or not excavation will occur on the west side of Flagler for the proposed sidewalk.
- 24) Fails to provide information on the retaining wall on the west side of the proposed Flagler sidewalk.
- 25) Fails to provide a security lighting plan.

The Torrance Traffic Commission Agenda Packet is attached, along with a description of the overall BCHD project and key concerns regarding the bike path project.

Please protect Torrance Residents from BCHD's abuses and use all powers of the City to gain compliance with those key protections in the Hillside Overlay ordinance. Thank you.

Overview of BCHD Project Phase 1/Phase 2/Bike Path

PROJECT OVERVIEW

Phase 1 & 2

Phase 1
Privately Developed/Owned/Operated
107.5 foot tall, 275,000 sqft building

Approximate Proposed Bike Path

Tomlee (north)

Towers

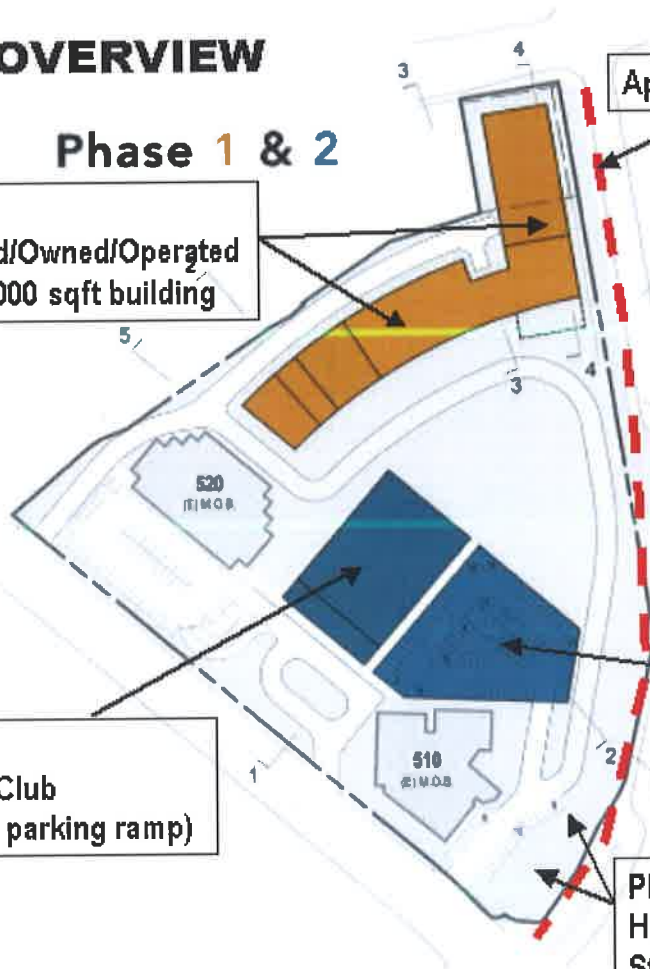
Beryl Heights

Phase 2
Pavilion/Health Club
(same height as parking ramp)

Phase 2
8 to 10 story Parking Ramp
(100+ feet above Tomlee
and Diamond homes)

Tomlee (south)

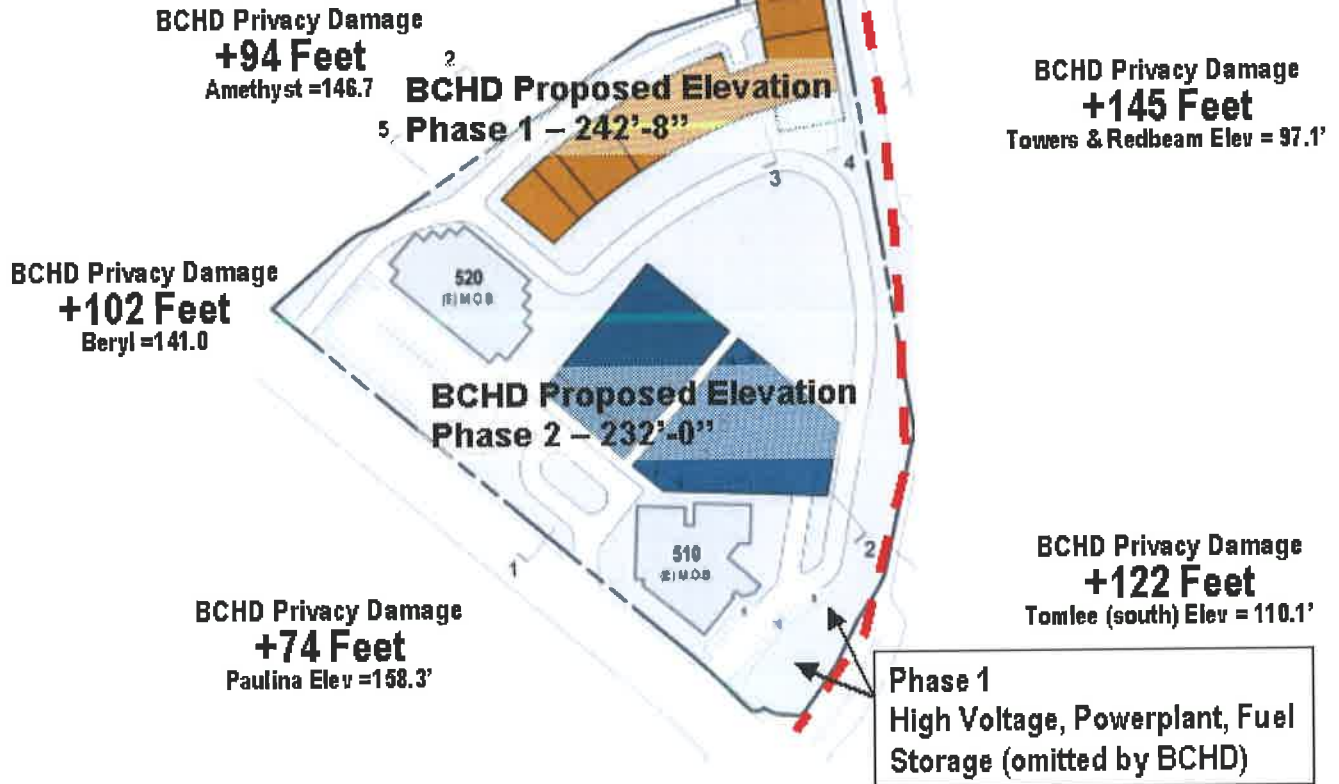
Phase 1
High Voltage, Powerplant, Fuel
Storage (omitted by BCHD)



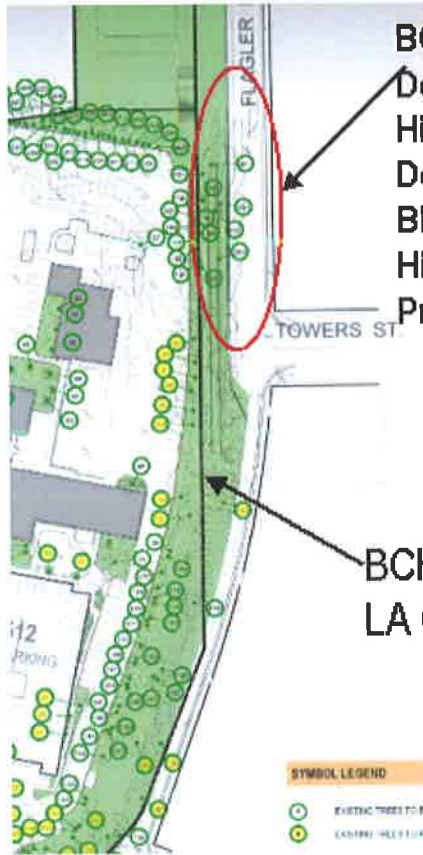
PRIVACY DAMAGES

Elevation above Property

Phase 1 & 2



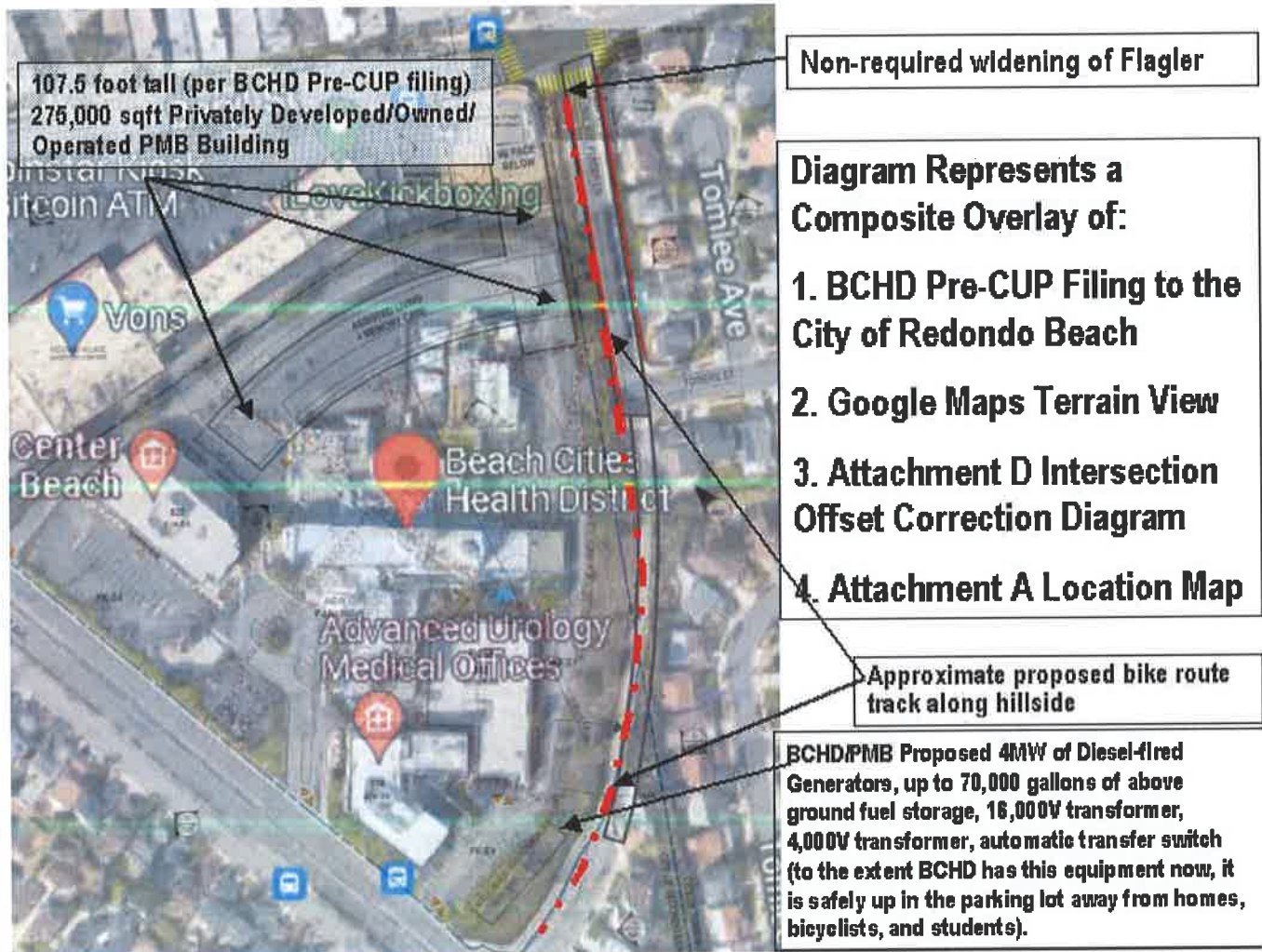
BCHD DEFORESTATION PLAN

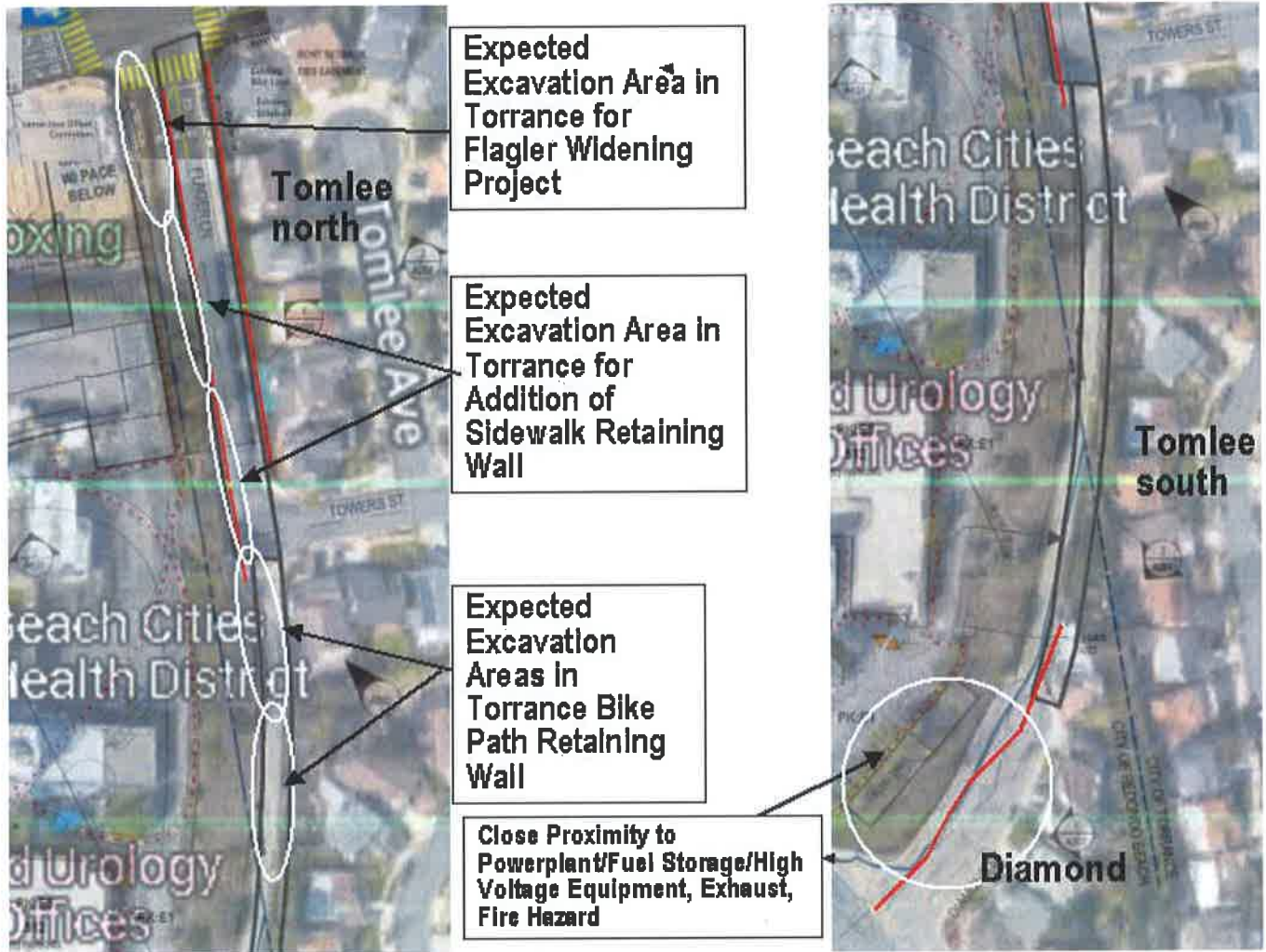


BCHD Proposed
Deforestation of Torrance
Hillside
Destroys Existing View
Block, Further Impacts
Hillside Overlay Property
Privacy

BCHD Project Plan Map
LA County Assessor Map







[REDACTED] a Neighborhood Quality-of-Life Community concerned about the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital project and have not received the benefit of the voter-approved acute care public hospital since 1984. Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.

[REDACTED]

From: Kyle Richardson [REDACTED]
Sent: Sunday, November 06, 2022 3:48 PM
To: PWTraffic; Traffic Commission
Cc: Finton, Steve; Bilezerian, Craig; Jim Hannon
Subject: Public Comment Item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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Torrance Public Works,

I am a recent first time home owner in North Torrance at [REDACTED], a member of the North Torrance Neighborhood Association and I support the Flagler Bike Lane Project.

I have biked for many years throughout West LA, Santa Monica, Venice, Redondo Beach, Manhattan Beach, and Hermosa Beach. Many of these communities have taken steps to improve their bike infrastructure over the last 15 years and the results can be seen in property values and more visible bike riders in those communities. I would love to see Torrance follow these communities' lead and improve bicycle and pedestrian safety in Torrance. It will improve the prospects for local businesses, increase road safety, promote healthier lifestyles, and make the community more pleasant and beautiful.

My current bike rides are with my 3 and 6 year old kids on our family's electric cargo bike. I take my 6 year old to the dual immersion program at [REDACTED] and my 3 year old to [REDACTED] Monday through Friday morning before I head to work at [REDACTED]. It's amusing to me on this route that the first bike lane I encounter is on Vermont Ave in Los Angeles. Surely the communities of Torrance (and Gardena) would like to do better than Los Angeles in regards to bicycle and pedestrian safety.

On the weekend I take my kids to parks in North Torrance and North Redondo, the beach and to businesses in North Redondo on Artesia. In North Torrance, we are physically cut off from Old Torrance and South Torrance in regards to bicycle and pedestrian paths. It is safer for my family to visit businesses in North Redondo by bike than to go to businesses in Old Torrance or South Torrance.

A potential improvement to this is the Metro Redondo Beach Active Transportation Corridor. I have used a version of this corridor to take my children to their doctor visits with [REDACTED] at BCHD and biked along the Flagler road, east of BCHD. Flagler is an underutilized road and would greatly benefit from a safe bicycle passage to BCHD and to Redondo Beach Pier. If it doesn't rain this Tuesday afternoon, I will bring my kids to their yearly check up at BCHD at 2:00 pm with [REDACTED] on our cargo bike.

Please improve bicycle and pedestrian safety in Torrance, please approve the Metro Redondo Beach Active Transportation Corridor, please approve the bike lanes on Flagler.
Any questions let me know.

Kyle Richardson
[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: Sunday, November 06, 2022 4:24 PM
To: PWTraffic; Finton, Steve; Bilezerian, Craig
Cc: [REDACTED]
Subject: Public Comment Item 7A; Flagler Lane bike infrastructure between Beryl St & Towers St.

Follow Up Flag: Follow up
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To: Torrance Traffic Commission

Re: Public Comment Item 7A; Proposed (bike/walk) Metro Active Transportation Corridor Project; Bike and Walking Path on Flagler Lane and Alley

My wife and I were residents of the Pacific South Bay (PSB) for over eight years until we decided to move away due to the high volume of dangerous cut through traffic going north and south on Redbeam, Towers and Flagler Lane to and from Beryl Avenue in Redondo Beach. In 2015, my Tundra was totaled by stoned teenage girls cutting through to Aviation Boulevard.

Since that time there have been at least 6 other accidents on these streets involving property damage, and I know from speaking with neighbors that in past years there have been many more. These vehicles, driven by residents of both Redondo Beach and Torrance, travel at high rates of speed (sometimes exceeding 45 mph) and show little respect for the safety of the pedestrians, cyclists, and other users of the PSB roadways. We were sworn at and almost hit numerous times while driving or trying to go in or out of our driveway.

Flagler Lane is the primary vehicle ingress and egress to the PSB. It is also a key roadway for students who walk or ride to and from Redondo Union High School. It is used by families and others who walk or cycle to either the PSB roads and Sunny Glen Park or through Flagler Alley to the bike lane on Diamond that goes down to the beach.

When we lived in the PSB we would often walk or cycle on Flagler Lane and Flagler Alley, either going up to Vons and other shopping or down to the beach through Flagler Alley. We often observed the fast speeds of drivers going both north and south on Flagler Lane.

The Metro government transportation organization for Los Angeles County have been developing The Active Transportation Corridor (ATC) for some time. SBBC+, a local non-profit that focuses on biking and walking safety, has been selected as Metro's Community-Based Organization (CBO) to gather input on the Redondo Beach Boulevard 3.3 mile bike/pedestrian infrastructure that will connect El Camino College with 190th Street and Flagler Lane. The ATC will provide safer access to commuters and recreational cyclists traveling to/from the Dominguez Channel and the beach.

The ATC is also proposing to add a Class 2 bike lane on Flagler Lane between Beryl and Towers Streets, a Class 1 protected bike and pedestrian path along Flagler Alley where no motor vehicles are currently permitted, with sharrows on Diamond Street east of Prospect, and connect to existing Class 2 bike lanes on Diamond Street beginning on the west side of Prospect Avenue.

This Metro project has been on the SBBC+ Bicycle Master Plan for over 12-years and is completely separate from the controversial Healthy Living Campus that is now being proposed by the Beach Cities Health District. I have been assured by Tom Bakaly, the BCHD CEO, that his organization is not currently, nor will it ever be linked to, the ATC project involving Flagler Lane and Flagler Alley.

The City of Torrance finally has an opportunity to move this project forward and provide much needed connectivity from surrounding neighborhoods and allowing more children to ride or walk to school safely, while families and others will have safer access the beach without a car. PLEASE DO IT!!!

Bruce and Teresa Steele
Former Torrance Residents

From: Joseph Zelik [REDACTED]
Sent: Sunday, November 06, 2022 5:17 PM
To: PWTraffic; PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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Torrance Traffic Commission:

I strongly oppose the proposed BCHD bike path on Flagler Ln. between Beryl St. & Diamond St. I am a 38 year resident of W. Torrance & live just east of Flagler Ln. ([REDACTED]). We haven't needed the proposed bike path for all those years & we do not need it now. One can easily walk or bicycle through the existing roadway in it's present condition.

The BCHD proposed bike path:

IS NOT NECESSARY.

The BCHD proposed upgrade to an 'official' bike path — going from nowhere to nowhere — is unnecessary & a waste of taxpayer money. Torrance would have to maintain the bike path.

INCREASES TRAFFIC.

It would increase bicycle & E-bicycle traffic along Flagler Lane, and increase congestion & the danger to bicyclists at intersections of Flagler Ln. at Beryl St. & at Diamond St. (Do you really expect E-bicyclists to stay in a bicycle lane?) It would also encourage more transient traffic into our neighborhood.

INCONVENIENCES & ANNOYS.

The proposal involves constructing a retaining wall, a major project that will subject local residents to released airborne pollutants, excessive noise & traffic congestion for a long duration.

DOES NOT BENEFIT TORRANCE.

A retaining wall only benefits BCHD and will enable them to grossly overdevelop the site of the existing South Bay Hospital. The retaining wall does not benefit Torrance or the local Torrance residents.

This bike path project was not included in the BCHD EIR and has not been adequately studied for its impact on our neighborhood.

Without Torrance approval of the bike path, however, BCHD has proceeded to request bids from developers to build the bike path.

Torrance must not allow BCHD to proceed with this project in the City of Torrance.

Respectfully,

Joseph Zelik

[REDACTED]

From: David Sam [REDACTED]
Sent: Sunday, November 06, 2022 5:25 PM
To: PWTraffic
Subject: Proposed BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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Please verify sender before opening attachments or clicking on links.

I am a resident of the Pacific South Bay neighborhood. I oppose the BCHD Bike Path Project. There is currently access through this area for bikes; so a bike path already exists. I have ridden my bicycle through this area many times. This proposed "Bike Path" is directly tied to the BCHD HLC project. It seems like putting in this "Bike Path" now is an attempt to start the BCHD HLC project before it has been fully vetted and approved.

Thank You
David Sam

November 06, 2022

Dear Torrance Traffic Commission:

I am a 27 year resident of Torrance and live on Tomlee Avenue north of Del Amo Blvd.

I oppose the proposed BCHD Bike Path project because:

- 1) During construction, it will interrupt my daily commute along Towers and Flagler Bl.
- 2) During construction, excessive noise and pollution will impact the serenity of my neighborhood.
- 3) After construction, the city of Torrance may face liability for any bike/automobile accidents that occur along the bike path

Please do not approve this project.

Thanks for your time.

Sincerely,

Jay Bichanich
Torrance, Calif.

[REDACTED]

From: Eric Caro [REDACTED]
Sent: Sunday, November 06, 2022 6:15 PM
To: PWTraffic
Subject: Proposed BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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To Whom It May Concern:

I am a resident of Torrance and an avid bicyclist.
I strongly oppose the BCHD bike path. The BCHD has an agenda that would impact the residents of Torrance. The proposed path would bring more traffic into that area, and it would also be a safe haven for the homeless. This will lead to health and safety issues for our community.

Thank you for hearing my concerns for the City of Torrance.

Sincerely,
Eric Caro

From: William Shanney [REDACTED]
Sent: Sunday, November 06, 2022 6:17 PM
To: PWTraffic
Subject: Public Comments - Proposed BCHD Bike Path.

Follow Up Flag: Follow up
Flag Status: Flagged

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We oppose the BCHD Bike Path project. Our home is on Tomlee Ave behind the block wall on the East side of Flagler Lane.

1. The bike path project was initially part of BCHD's "Healthy Living Campus" master plan, but was separated out by BCHD from the project before their EIR was released. Consequently, Bike Path impacts were not studied. The public is entitled to more detail about the impacts. We are especially concerned about noise and dust since BCHD has declared they have no mitigation for these in the past
2. Major construction is close to homes and schools. Residents would be severely impacted by hillside excavation on an unstable hillside. Permanent impacts include increased traffic, noise, privacy issues, lighting on, proximity to Towers
3. BCHD needs approval from the City of Torrance, to proceed with demolition and construction work on Torrance land that will ultimately benefit the HLC project.
4. The safety concerns for The City of Torrance would be liable for any safety and unforeseen issues that will arise. It will be difficult to provide a safe intersection by the curve at the West end of Towers St where cars often go too fast.

Torrance must not permit the BCHD to proceed with this project in the City of Torrance.

Sincerely,

Bill and Vivian Shanney

[REDACTED]

From: Tony Skelly [REDACTED]
Sent: Sunday, November 06, 2022 6:42 PM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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November 6, 2022 To whom it may concern:

I oppose the BCHD bike path project just as much as I oppose the overall HLC project because of the detrimental impact it will have on my neighborhood.

I live at [REDACTED] and the proposed bike path is right around the corner from my front door- the block of Tomlee I live on is the cul de sac off of Towers St one street east of Flagler Ave.

This project was originally part of the HLC master plan but was separated before their EIR was released, therefore no Bike Path impacts were studied. I think by separating it they thought they could "test the waters" and maybe sneak this small project through.

It is really upsetting that they think they can do whatever they want on Torrance land- the demolition and construction on the bike path would be very close to homes and schools in our neighborhood.

The impact of hillside excavation, the noise, lighting, privacy issues and the amount of dirt in the air and rodents dislodged to crawl through our neighborhood cannot be allowed.

I also heard Torrance would be responsible for any issues that arise- that's not right.

Torrance must not permit the BCHD to proceed with this project!

Sincerely yours,
Anthony Skelly

[REDACTED]

From: Sandy Schreyer [REDACTED]
Sent: Sunday, November 06, 2022 7:02 PM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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I oppose the BCHD Bike Path Project.

Torrance gets no benefit from connecting two Redondo Beach Streets, Beryl and Prospect. Yet the City of Torrance would be liable for any issues that arise.

I have lived in the house on the corner of Tomlee and Towers since 1983. I certainly don't want this bike path in my neighborhood. It's easy enough for people to use existing roads.

Sandra Schreyer
[REDACTED]

From: Dah-Weih Duan [REDACTED]
Sent: Sunday, November 06, 2022 7:09 PM
To: PWTraffic
Subject: Public Comments - Proposed BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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I strongly oppose the BCHD bike lane project.

1. **Why** does BCHD repeatedly ignore City of Torrance in various development? I'd like to thank City of Torrance Engineering staff for finding out the surprise project. I believe consent to this project will encourage BCHD to continue its attitude in ignoring City of Torrance for any future projects.
2. **Why** on Torrance ground? For whatever reason BCHD wants to build a bike path, why don't they build it along the existing road way on the east side of the BCHD property? Such bike lane offers a small climb that makes the biking experience even more interesting, and allows BCHD to appreciate the increased traffic and the cost of maintenance and liability.
3. **Why** is BCHD suddenly interested in building a bike lane on Flagler? The intention of BCHD is suspicious. I know this project should be considered separately from the obscene Health Living project. But I can't help thinking, will the bike lane be a prelude to unseen agendas in the future such as converting it to a full street for access to the Health Living? Or BCHD just wants to claim success in building a bike path and make Torrance pay for maintenance and liability forever after the construction?
4. **Concerns** on the right of way. Will the right of way of the bike lane be retained by the City of Torrance or surrendered to BCHD once it is constructed? Will the right of way of the bike lane be later used by BCHD for other purposes without approval from City of Torrance?
5. **Concerns** on safety. How will the bike lane enforce speed limit, particularly for battery assisted/operated bikes? Is it possible to enforce stopping for pedestrians at the two bike/pedestrian intersections while we're unable to make cars stop at Towers and Mildred? There are many runners on Towers St. from both Redondo and Torrance. Will the bike lane impact the safety of runners once both sides of Flagler are made into bike-only bike lanes?
6. **Concerns** on increased traffic. The bike lane will invite increased bike traffic, which will worsen the traffic speeding down Towers St, and threatens the quality of life for residents on Tomlee (noise, trash, lighting). Some may think "bike lane makes biking safer", but it doesn't necessarily make it safer for pedestrians and runners - we want safety for everyone. Some may think "more bikes means less cars", but it won't happen until the entire region reaches a network of bike route. If BCHD insists in contributing 500 ft of bike lane, again why don't they build it on BCHD property?

Dah-Weih Duan

Torrance resident

[REDACTED]

From: Lynne Yorita [REDACTED]
Sent: Sunday, November 06, 2022 7:51 PM
To: PWTraffic
Subject: BCHD Bike Path - Opposed

Follow Up Flag: Follow up
Flag Status: Flagged

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We are opposed to the BCHD Bike Path Project. More detail and transparency is needed to explain how this project benefits Torrance residents. Disturbing the hillside along Flagler is unnecessary and threatens public safety. The street and alley are sufficient to accommodate local traffic, bikes and pedestrians. This project will cost the City of Torrance to spend precious funds and create unknown liabilities. BCHD is promoting this project to further their efforts to develop their expensive and unneeded campus.

Lynne & Steve Yorita
[REDACTED]

[REDACTED]

From: Gary T [REDACTED]
Sent: Sunday, November 06, 2022 9:00 PM
To: PWTraffic
Cc: TRAOnews@gmail.com
Subject: Public Comment - BCHD Bike Path - by Mon, Nov 7 at 2 p.m.

Follow Up Flag: Follow up
Flag Status: Flagged

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I oppose the BCHD Bike Path project. I am a Torrance resident (for 20 years) on Redbeam Ave, 3 blocks directly east of the proposed bike path project.

I was concerned with the environmental impacts of the BCHD project but now that the Flagler bike path portion has been separated from the Healthy Living Master Plan, I need the city of Torrance to make BCHD formally and correctly go through the full environmental impact assessment with formal impact study, assessment, reviews and to address all public comments. The EIR process that BCHD performed for the BCHD project, just ignored all public comments and claimed that there was no impact to Torrance residents during the construction or the operation phases. Since BCHD will ignore public concerns, I need the city of Torrance to step up and make sure that Torrance residents are not subjected to these negative impacts from the Flagler Bike Path Project or the BCHD project.

I recommend that Torrance not permit BCHD to proceed with the Flagler Bike Path but make BCHD move the bike path onto their own property instead of using Torrance land. What does Torrance get for letting BCHD put a bike path on Torrance land? Just environmental impacts to Torrance residences.

Thank you,
Gary Teraoka
Torrance resident on Redbeam Ave, 90503

[REDACTED]

From: Ann Cheung [REDACTED]
Sent: Sunday, November 06, 2022 9:12 PM
To: PWTraffic
Subject: Public Comments - Proposed BCHD Bike Path

Follow Up Flag: Follow up
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Dear Ms. Angel Lotus,

I oppose the Bike Path project.

How could BCHD be so bold as to plan, design, obtain funding and solicit proposals to start a construction project on land that it does not own? There is no reason why the City of Torrance should consider this project. The Bike Path would certainly be burdensome to Torrance residents in many aspects; the City would be saddled with total maintenance and financial risks while BCHD get its bike path as well as land from Torrance all free. What a deal!

I walk through Flagler Alley several times a week now that it's been cleaned up (there is a lounge chair in the alley, been there for the last few weeks). I've seen bikers and electric bikers riding through the alley; nothing stops the bikers from using the alley as is.

I plan to attend the November 7 meeting.

Sincerely,
Ann Cheung
Tomlee resident

[REDACTED]

From: bit Tera [REDACTED]
Sent: Sunday, November 06, 2022 9:41 PM
To: PWTraffic
Cc: TRAOnews@gmail.com
Subject: Public Comment - BCHD Bike Path
Attachments: Are you into planner type crafts?.eml

Follow Up Flag: Follow up
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I oppose the BCHD Bike Path project.

The bike path needs further study by Torrance to address all issues that will impact Torrance residences in the immediate area next to Flagler Lane.

The city of Torrance should not permit the BCHD to proceed with the Flagler Lane Bike Project due to the major construction close to homes and schools with increased traffic, noise, privacy and lighting issues for Torrance residences. I suggest that Torrance recommend that BCHD move the bike path onto its own property.

Thank you.
B. Teraoka
Torrance resident on Redbeam Ave. 90503

[REDACTED]

From: Reid Fujinaga [REDACTED]
Sent: Sunday, November 06, 2022 10:44 PM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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I live on Ronald Avenue in Torrance (1/2 mile from BCHD) and oppose the Bike Path project. It would be unwise to enter into an agreement with an entity such as BCHD, which could not even conduct the public bidding process properly, with the Public Work Director's memo calling their practices "questionable and uncommon".

Torrance must not permit BCHD to proceed with this project.

[REDACTED]

From: Dave and Steph Sundius [REDACTED]
Sent: Sunday, November 06, 2022 11:52 PM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; [REDACTED]
Subject: Public Comment item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Commissioners,

I am writing to express my strong support for Flagler Bike Lane Project. I have lived in North Redondo Beach and Manhattan Beach for nearly 40 years and ride my bike throughout the South Bay. Flagler is one of the roads I use when riding through the area and is a convenient route that avoids traffic.

This project will provide an important connection for pedestrians and cyclists. It will add sidewalk, lighting, and traffic calming elements that will make it safer.

This project is included in the South Bay Bicycle Master Plan and will connect to other existing and proposed bicycle infrastructure. It will help people to safely get to schools, beaches, and other destinations.

Some residents have expressed concerns about BCHD's Healthy Living Project. This project is not associated with that one and is funded by Measure M.

Thank you for your consideration.

Regards,

David Sundius

South Bay Bicycle Coalition Plus

From: Laura Lohnes [REDACTED]
Sent: Monday, November 07, 2022 4:34 AM
To: PWTraffic
Cc: sfinton@torranceca.gov; Bilezerian, Craig
Subject: Public Comment Item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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After reading staff's report regarding this project, it is clear that the Beach Cities Health District (BCHD) could have, and should have, done a much better job coordinating this project with the City of Torrance. That said, I hope that this obstacle can be overcome and that the neighbors in the vicinity can put aside their distrust of BCHD to support this worthy project.

As an avid cyclist, I ride my bike west from central Torrance to Redondo Beach several times a week, usually in the morning. Most often, I travel on Del Amo Blvd; however, I find that route somewhat terrifying due to the abrupt disappearance of the westbound bike lane at the intersection of Henrietta and Del Amo Blvd. This loss of a bike lane throws the cyclist into a narrower street with a lot of school and commuter traffic. As an alternative, I will turn right at Entradero and meander through the neighborhood until I reach Towers and then turn left into the abandoned right of way. This is also dangerous because cars traveling on Flagler aren't expecting any type of cross traffic as they turn left onto Towers. The improvements as shown would alert drivers to pedestrians and cyclist utilizing this stretch of road to ride west into Redondo Beach.

Flagler/Towers takes a fair amount of school traffic in the morning and currently, Flagler's surface could use a little love. The shoulders on both sides of the street are in poor condition and have a good amount of debris. The passage between Torrance and Redondo is essentially abandoned by both agencies and it invites dumping and homeless camping. On occasion, when I have used this route, I have traveled passed sleeping transients. When I visited the site yesterday, I noticed a large easy chair dumped near the middle of the passage.

This project as shown in the renderings would be a welcome improvement to the poor conditions presently existing and would enhance cycling safety for the region. While there is an ongoing cost to the maintenance of this infrastructure, I would argue that there is also hidden cost letting this portion of Torrance deteriorate further.

I strongly support this project.

Laura Lohnes
22 year Torrance resident

[REDACTED]

From: Brian Berlin [REDACTED]
Sent: Monday, November 07, 2022 5:32 AM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; [REDACTED]
Subject: Public Comment Item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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To Whom It May Concern:

- I am writing to you today in support of the Flagler Bike Lane Project. Bike lanes like the ones proposed make it safer for cyclists, and encourage more people to ride their bikes.
- The project provides an important bike/pedestrian connection and adds a sidewalk, lighting, and traffic calming elements that add safety to the neighborhood while making it more comfortable for people walking and biking.
- This project has been identified on the South Bay Bicycle Master plan, will connect existing and proposed bike infrastructure and allow people to safely get to schools, the beach and other amenities.
- While I understand that while some neighbors may have concerns about BCHD's Healthy Living Project, this is a separate project that is not a part of that project. This is funded by Measure M, and the association with BCHD should not distract from the fact that this will be a great community benefit.

I urge you to pass this Flagler Bike Lane Project. Thank you for your service to the community.

Sincerely,

Brian B Berlin

Sent from [Mail](#) for Windows

[REDACTED]

From: JEAN HIGLEY [REDACTED]
Sent: Monday, November 07, 2022 7:03 AM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig [REDACTED]
Subject: Public Comment Item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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I'm for the new bike path. It would definitely be an improvement over current condition. I live in the neighborhood around Sunny Glen park and have a few neighbors who are actively against the project. Their objections seemed to be based on association with BCHD's plan to renovate the aging hospital. Thank you

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Robert R. Ronne



November 7, 2022

BY E-MAIL Only
(PWTraffic@TorranceCa.gov)
(TorranceTrafficCommission@gmail.com)

City of Torrance
Torrance Traffic Commission
3031 Torrance Boulevard
West Annex Commission Room
Torrance, CA 90503

Attention: All Commissioners and Public Works Department

*Re: Public Comments for Inclusion in Record of November 7, 2022
Public Hearing on Item 7A; BCHD Bicycle Path Proposal; Objection to any
BCHD Attempts to Utilize Flagler Lane for Any Purpose, or Alter
Pacific South Bay Traffic Conditions for Their Own Purposes; All for
Inclusion into Public Record.*

Dear Commissioners:

Although I utilize for professional purposes a Redondo Beach mailing address, I am a longtime Torrance and Pacific South Bay (“PSB”) resident.

I vehemently oppose all aspect of the proposed BCHD Bicycle path (“bike path”).

Torrance Traffic Commission
November 7, 2022
Page Two

These are my comments to be fully included in the record of the November 7, 2022 Torrance Traffic Commission (“TTC”) hearing, pertaining to Item 7A, as permitted under law and invited by the two documents noticing a meeting of the TTC, and titled “Public Input Requested for a Proposed Bicycle Path Between Flagler Lane and Diamond Street” sent by the City of Torrance, Public Works Department-Engineering Division, and received by the undersigned.

Even though staff, and the Commission, has attempted in the past, and presumably today to “keep BCHD out of the discussion” are understandable, the reality is that cannot occur.

BCHD propose to irrevocably and harmfully alter Torrance, particularly PSB residents. In fact, the health and safety of all Torrance residents, PSB residents and visitors, and invitees, such as Towers students, will be adversely impacted as the proposal is dangerous and a major liability. For these reasons, and many more, please consider the following.

1) The Bike Lane is Dangerous and a Liability for Torrance Taxpayers.

One cursory glance at even the rudimentary drawings shows any reasonable viewer that the “bike path” funnels pedal and motorized bikes from Flagler Alley into head on traffic flowing along Flagler Lane.

The TTC well knows that the Redbeam/Towers/Flagler dual (blind) corners are a traffic hazard, as well as a general nightmare. The “stop sign” at Mildred and Towers is read by many drivers as meaning “accelerate here”.

I have never once seen a bicycle stop at that sign. And, there has been a recent influx of motorized bicycles who use Flagler Alley as a “launch pad” to access Flagler Lane and/or Towers Street.

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Page Three

Now, BCHD plans to add to the mix the most dangerous configuration for vehicles, pedestrians, and bike riders (pedal and motor) one can imagine.

On a human level, Torrance should not participate in the harm BCHD proposes to create. On a taxpayer level, the liability to Torrance for this abysmal traffic flow design, which will create injuries and possibly fatalities, is immense.

Please don't think that "indemnification" agreements from BCHD will help. BCHD is in way over its head on this, and on other building projects. BCHD is a small Special District, receiving about \$4 million/year in tax revenue. While they enhance that amount with other operations, they claim they are now at a "fiscal cliff" so to speak, and that their finances are poor. And, to be blunt, BCHD has been less than honest in their dealings with Torrance. They cannot be trusted to honor their word.

In short, the hazards and liability created by this proposal are unacceptable to the residents of Torrance, and Torrance Commissioners, Staff, and Elected Officials should be equally appalled.

2) The Bike Path is a "Front" for Other BCHD Projects.

Don't believe me that the bike path is an integral part of the major BCHD expansion and construction project?

Then please see what BCHD itself says about the bike path, especially in its June, 2019 NOP and accompanying, which started this whole fiasco.

On page 20 of the BCHD "Health Living Campus Master Plan" document of June, 2019, we see the larger project might "...include an approximately 10-foot-wide Class 1, two-way **bicycle path as well as pedestrian improvements with lighting along the east side of the campus for approximately 1,000 feet along Flagler Lane and Flagler Alley from Beryl to Diamond Street.**" (Emphasis added).

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Plainly, BCHD considers the bike path part of their larger plan, AND has long coveted access to their larger plan from Flagler (pedestrian traffic).

On page 24 of the BCHD “Health Living Campus Master Plan” document of June, 2019, we see this language: “The City of **Torrance** may also be **asked to consider** one or more discretionary actions in association with **bike path and pedestrian improvements along Flagler Alley between Flagler Lane and Diamond Street.**” (Emphasis added)

Reminder: All of the quotes above were from a document which “scoped” a (much) larger project.

Further, on Figure 4, a document called “Conceptual Phased Construction Plan; BCHD Healthy Living Campus Master Plan”, in the BCHD “Health Living Campus Master Plan” document packet of June, 2019, we see drawings and a legend showing the bike path.

There, BCHD identified the components of “Phase 1” of its massive expansion. Those included an RCFE, as well as a “Flagler/Diamond Bike-Pedestrian Path”.

The drawing shows access to the larger project (“Pedestrian Stairs”; using the bike path to access a commercial lot owned by BCHD in violation of the “Local Access” ordinance, TMC Section 92.30.8; see below) and parking associated with the entire project.

Plus, BCHD included the bike path as part of its larger project on numerous public documents, budgeting for them in the same. Here is an example from BCHD’s FY19-20 “Capital Expenditures” report (page 63 of 141 of the FY 19-20 report)

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Page Five

“Healthy Living Campus *

Bike Path (Less Grant Application - 80% of Cost) Property 3 41,000
Flagler Project Property 5 71,036
Prospect Way Project Property 3 79,558
Right of Way (ROW) Project Property 3 49,407”

As you can see from their own documents, BCHD has long held both the desire to gain Flagler (the “Flagler Project Property” line item above), AND, made the bike path part of the “Healthy Living Campus”.

Plus, if you need any further convincing, BCHD was part of the 2011 “bike lane” coalition, which looked at this exact plan. BCHD, for years, took no interest in or action on a bike path. Instead, they waited until they could attempt to use Torrance land and LACMTA money to “leverage” a different, larger project.

Finally, BCHD promised in their NOP to study the bike path in their EIR. Like so many BCHD promises, that one was not kept either.

Without more study, particularly compliance with the requirement (which BCHD imposed on itself for the bike path) of an EIR, no consideration should be given to the bike path.

3) Violates Hillside Ordinance.

As noted above, the “bike path” proposed by BCHD is merely a “Trojan Horse” meant to bamboozle Torrance into giving up land while defrauding LACMTA out of seven figures to do the grading and shoring of the Torrance land hillside needed to support BCHD massive expansion plans.

On its face, the bike path proposal before the Commission, which includes a pedestrian path meant to access the BCHD massive expansion complex, brings the bike path within the Torrance Hillside Overlay Zone (“THOZ”) ordinance.

Torrance Traffic Commission
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Beyond that, the only reason BCHD wants Torrance land and LACMTA money is to stabilize a hillside in Torrance, which hillside most likely cannot now support BCHD's massive structures they seek to build.

Thus, for two reasons, the ordinance which creates the THOZ prohibits this bike path entirely.

Here are the details. The "Official Land Use Plan for the City of Torrance" was established to ensure "...orderly planned use of land resources, and to conserve and promote the public health, safety and general welfare..." (Torrance Municipal Code Section 91.1.1, hereafter "TMC") This Division of the TMC "...shall be known as the "Official Land Use Plan" of the City of Torrance..." (TMC Section 91.1.2)

The Torrance Land use plan is "binding" on: "All governmental bodies, officers, agencies, including, but not limited to the County of Los Angeles, and all officers and agencies thereof... **all special taxing or assessment districts**, including, but not limited to sanitation districts, **hospital districts**, and air pollution control districts." (Emphasis added. TMC Section 91.1.1 b) 2))

Within the TGP are a variety of land use "districts". The Plan's goal in creating such districts was to make sure development was suitable for the "uses and densities" in those districts **and** to make sure the districts were consistent with "adjacent" areas. (TMC Section 91.3.1)

TMC Section 91.3.1 b) states:

"The boundaries of such districts as are shown upon the maps adopted by this Article or amendments thereto, are hereby adopted and approved and the regulations of this Division **governing the use of land and buildings, the height of buildings**, building site areas, the sizes of yards about buildings and other matters as hereinafter set forth, are hereby established and **declared to be in effect upon all land included within the boundaries of each and every district shown upon said maps.**" (Emphasis added)

Finally, TMC section 91.3.2 notes in pertinent part that an additional purpose of the districts, of which the THOZ is a part, is to:

“...[C]lassify, regulate, construct and segregate the use of land and buildings, to **regulate and restrict the height and bulk of buildings, and to regulate the area of yards and other open spaces about buildings...** (Emphasis added)

ALL of the bike path proposed by BCHD in Torrance is within the appropriate City of Torrance maps defining the THOZ. In fact, BCHD admits that their project falls within Torrance’s THOZ, the “Hillside Overlay District”. (See EIR, Project Description, at pages 2-17 and 2-18; and, figure 3.10-2, at EIR page 3.10-7)

Yet, no EIR was done for the bike path.

There can be no dispute about this. BCHD proposes substantial construction upon and (presumably) perpetual use of the Flagler Lane land, which is within the THOZ. BCHD is bound by the TGP and the Specific Plan, the THOZ.

There is no ability for BCHD to obtain, or Torrance to grant, permission to use Torrance land for building a bike path.

4) Local Access.

The bike path also violates TMC Section 92.30.8 (Local Access ordinance)

“No vehicular access shall be permitted to a local street from a commercially or industrially zoned through lot which also has frontage on a major or secondary street. In no case shall a commercial or industrial lot be developed in such a manner that traffic from the commercial or industrial uses on it will be channeled onto any residential streets.”

BCHD proposes to use the bike path for the purpose of creating additional access by bike riders to its massive expansion building project.

Not only would that require an EIR, and violate the Hillside Ordinance, BCHD proposes vehicle access (bikes are vehicles by law in California), BCHD's idea that the bike path could be a mechanism to access facilities at its Flagler/Beryl lot (which is a "commercial" zoned parcel) violates the local access ordinance.

5) Any Further Studies Must Assess the Toxic Waste Hazard on BCHD Land.

BCHD, for the many reasons articulated herein, should not be allowed by Torrance to use or access any part of Torrance for a bike path.

Should Torrance humor such a violation of its own rules, another threat to Torrance residents would need to be considered.

In the area where BCHD proposes "grading" and presumably shoring, there are toxic wastes. This fact is known to BCHD, and there are 3 Flagler adjacent boring sample wells which prove this. Here are the details.

On February 26, 2020 Converse Consultants, a company hired by BCHD to assess environmental impacts of its proposed campus expansion, conducted "Soil/Soil Vapor Boring" samples on the BCHD campus site.

From page 18 of the February 26, 2020 "Phase 2" report, here are the soil vapor findings verbatim.

"PCE was detected in 29 of the 30 soil-vapor samples at a maximum concentration of 2,290 ug/m³. Twenty-four (24) of the reported concentrations are greater than the residential SL of 15 ug/m³. The highest concentrations were generally detected in deeper samples from locations near the former drycleaner (BC7, BC12, BC13, BC14, and BC15).

Torrance Traffic Commission
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- Benzene was detected in two (2) samples (BC6-15 and BC7-5) at a maximum concentration of 22 ug/m³, which both exceed the residential SL of 3.2 ug/m³.
- Chloroform was detected in four (4) samples (BC4-15, BC9-5, BC10-5, and BC10-15) at a maximum concentration of 54 ug/m³. All of these concentrations exceed the residential SL of 4.1 ug/m³."

Please note that Converse also found "The highest concentrations were generally detected in deeper samples". This is a disturbing admission given that those samples were taken at the 15-foot boring levels. No deeper borings were made despite the fact that the further Converse bored, the more contaminants they found. We know Converse had the capacity to take 30-foot borings, because they did conduct a campus site sample at a thirty-foot depth, but inexplicably only one.

Left with no reason as to why 30-foot samples were not taken once the "highest concentrations" of toxic chemicals were found at the "deeper" portions of 15-foot samples, we are left with the troubling impression that BCHD neither authorized nor wanted a thorough study conducted.

Simply put, there is a pervasive number of toxic substances found in all parts of the campus, with the situation no doubt deteriorating rather than improving.

Converse studied thirty borings, and PCE was located in 96.7% of those soil vapor samples taken. Further, the levels of PCE detected were found in amounts up to 150 times the allowable RSL, residential screening levels.

Similarly, chloroform levels were found to be up to 13 times allowable levels, while benzene was present in concentrations at a high of over 6 times maximum levels.

Of these samples, three of them are along the "ridge" above Torrance land and are near where BCHD proposes to excavate Torrance land.

The potential harm to Torrance residents from the toxic waste is real. The NIH tells us that PCE not only causes cancer, but respiratory ailments. Long-term exposure to PCE can cause changes to one's mood, memory, and vision.

Exposure to chloroform can also lead to depression and irritability according to the EPA, and long-term exposure has been found by a health department to injure the "liver, causing hepatitis, and it can also harm the kidneys, brain, heart and bone marrow. Respiratory injuries from chloroform exposure include respiratory depression, pneumonitis and pulmonary edema." (Delaware Division of Public Health)

The CDC tells us that short term benzene exposure causes drowsiness, dizziness, rapid or irregular heartbeat, headaches, tremors, confusion, unconsciousness, and even death (at very high levels). Similarly, if a person vomits because of swallowing foods or beverages containing benzene, the vomit could be sucked into the lungs and cause breathing problems and coughing. Direct exposure of the eyes, skin, or lungs to benzene can cause tissue injury and irritation."

Long term benzene exposure, again to quote the CDC, "... causes harmful effects on the bone marrow and can cause a decrease in red blood cells, leading to anemia. It can also cause excessive bleeding and can affect the immune system, increasing the chance for infection.

"Some women who breathed high levels of benzene for many months had irregular menstrual periods and a decrease in the size of their ovaries. It is not known whether benzene exposure affects the developing fetus in pregnant women or fertility in men. Animal studies have shown low birth weights, delayed bone formation, and bone marrow damage when pregnant animals breathed benzene. The Department of Health and Human Services (DHHS) has determined that benzene causes cancer in humans. Long-term exposure to high levels of benzene in the air can cause leukemia, cancer of the blood-forming organs."

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Page Eleven

The extreme levels of these harmful compounds which were found, and their pervasiveness, along with the serious and lasting harm they continue to cause, tells us that BCHD needs to take full and immediate attention to remedy the toxic situation.

At a minimum, compliance with CEQA and a full EIR of this, and other issues, need be required by Torrance before BCHD can move further forward with even mentioning a "bike path".

6) No Use of Torrance Land.

BCHD has been seeking to use Flagler Alley and Lane for its larger project for years. There are no compelling (or even un compelling) reasons to allow BCHD to access, use, purchase, or otherwise impinge on Torrance land for the bike path, or for any other reason.

For all of the reasons cited herein, the Commission, Staff, and Torrance officials should not allow BCHD's proposed bike path, now, or in the future.

We look forward to continuing to work with you towards an effective solution to the dangers caused to all of us by the PSB traffic concerns.

Very truly yours,

Robert R. Ronne

ROBERT R. RONNE

RRR/

CC:

[REDACTED]
[REDACTED]

[REDACTED]

From: Greg Scarich [REDACTED]
Sent: Monday, November 07, 2022 8:35 AM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; SBBCPlus@gmail.com
Subject: Public Comment item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi

I writing in support of the Flagler Bike Lane Project. I'm a long time bicyclist and have lived in the South Bay for 40+ years. My first residence was an apartment in Torrance and for the last 11 years have lived in Hollywood Riviera. I ride a bicycle at least three times per week. Mostly mountain biking off the streets because I am not comfortable with cars wizzing by me. To encourage people to ride bikes we need more protected bike lanes. Cities in the US and in Europe have proven that if safe protected bike lanes are provided, people will use them. A bike takes up much less room on the road and in a parking lot than a car or pick-up.

The Flagler Bike Lane Project will provide a good route from near the beach to frequent destinations. Repurposing the alleys is good too. I've ridden both of them exploring better routes several years ago.

Please help Torrance reduce traffic, increase bike ridership and traffic deaths.

Greg Scarich

[REDACTED]

[REDACTED]

From: Marcia Gehrt [REDACTED]
Sent: Monday, November 07, 2022 8:44 AM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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We oppose the BCHA Bike Path for a number of reasons but most importantly as an immediate resident to the already existing bike path, the proposal calls for lighting of the path. I have seen bike paths illuminated at university campuses but this path is a neighborhood path and the lights would be less than 50 feet from bedrooms. This is a needless expenditure of \$1.2 million for something residents have never even contemplated nor want in the first place.. Please do not allow this proposal to be allowed in Torrance.

Thank you,

Marcia and Carl Gehrt
[REDACTED]

[REDACTED]

From: Serge Dubé [REDACTED]
Sent: Monday, November 07, 2022 8:47 AM
To: PWTraffic; Isabelle Royer
Cc: Finton, Steve; Bilezerian, Craig; [REDACTED]
Subject: Public Comment item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello Torrance Traffic Commission!

I am simply writing to let you know we are supportive of the Flagler Bike Lane Project. I often bike in this area, and it will certainly help me and my friends connecting where we live to other areas of our neighborhood safely.

In addition, giving us access to the Dominguez channel while also providing our kids a possibility to ride safely the El Camino College will be a great plus for our communities while making it better for people walking and biking.

While some neighbors may have concerns about CBCHD Healthy Living, we understand this is a separate project

Serge Dube

[REDACTED]

From: Isabelle Royer [REDACTED]
Sent: Monday, November 07, 2022 9:11 AM
To: PWTraffic
Subject: Public comment item 7a

Follow Up Flag: Follow up
Flag Status: Flagged

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To whom it may concern,

I am supportive of the Flagler Bike Lane Project. My family cycles in this area often and it is a safe connection to where I want to go from where I live.

This will also provide access to the Dominguez channel while also providing our kids and neighboring families a possibility to ride safely their schools and work.

While some neighbors may have concerns about CBCHD Healthy Living, we understand this is a separate project and does not deter my support for the Flagler bike lane project.

Thanks

Isabelle Royer
[REDACTED]

[REDACTED]

From: Phil Hong [REDACTED]
Sent: Monday, November 07, 2022 9:11 AM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; [REDACTED]
Subject: Public Comment Item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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Please verify sender before opening attachments or clicking on links.

Dear Torrance Traffic Commission

I am writing to express my strong support for the bike lane project between Flagler Lane and Diamond St behind the BCHD property. I am a proud 12 year Torrance home owner, have two sons who bike everyday to and from [REDACTED] and an avid proponent of an active, healthy lifestyle.

With global warming, worsening public health, and the mental toll from Covid lockdowns weighing on our community, getting around town in something other than a car helps with all of these ailments. I see many of my neighbors using bikes and e-bikes for specific purposes like school drop-off or going to the beach. Many of them would love to use them more often but are uneasy riding them in traffic. Better active transportation infrastructure is key to unlocking the many benefits of a car-lite lifestyle.

The Flagler and Diamond bike lane project provides a critical connection between the existing bike infrastructure in Redondo Beach and the upcoming 3.3 mile Metro Redondo Beach Active Transportation Corridor. This will allow our community members to access the beach, numerous grade schools, the South Bay Galleria, El Camino College, and the Dominguez Channel. All successful active transportation infrastructure provides a clear separation of people from fast moving cars. This bike lane connection will keep bike and foot traffic away from busy car thoroughfares such as 190th St, Anita Ave, and Prospect Ave.

I understand there has been confusion in the community who incorrectly and unfortunately associate this project with the BCHD's Healthy Living project. The Flagler and Diamond bike lane project is a beautiful and important active transportation connection that helps us build a more complete active transportation network throughout the South Bay. The City of Torrance has a wonderful opportunity to give our community the freedom to move around safely and enjoy the health benefits of being active outside.

Thank you
Phil Hong

[REDACTED]

From: Mimi Hong [REDACTED]
Sent: Monday, November 07, 2022 9:42 AM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; [REDACTED]
Subject: Public Comment Item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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As a long time Torrance resident and home owner, I support the Flagler Bike Lane Project as it will make it safer for bikers and pedestrians to get around.

Thank you.

Mimi Hong

[REDACTED]

From: Lisa Kirkwood [REDACTED]
Sent: Monday, November 07, 2022 9:48 AM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello,

I oppose the BCHD Bike Path Project. I am in direct path of the project and it would effect the safety of my home by increasing traffic and noise and decreasing privacy. I can not stress enough that this project me not be permitted.

Thank you,
Lisa Kirkwood

Sent from my iPhone

[REDACTED]

From: Sim Ezzes [REDACTED]
Sent: Monday, November 07, 2022 9:54 AM
To: PWTraffic
Cc: James Hannon; Finton, Steve; Bilezerian, Craig
Subject: Public Comment Flagler Lane bike infrastructure between Beryl St & Towers St.

Follow Up Flag: Follow up
Flag Status: Flagged

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Please continue the creation of a safe and enhanced path for students and families to access RUHS and the beach. The Class 1 bike path and walkway will allow people on bicycles and on foot a direct, safe path without having to use the busier and overused Beryl.

This path has been supported by the public since the creation of the Bicycle Master Plan in 2011 and is an integral part of the Metro plan to connect El Camino College to the beach. It must be completed.

Thank you.
Sim Ezzes

[REDACTED]

From: Alice Wu [REDACTED]
Sent: Monday, November 07, 2022 9:54 AM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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"I oppose the BCHD Bike Path Project".

Residents would be severely impacted by hillside excavation on an unstable hillside, along with noise, traffic and unforeseen issues.
Torrance must not let BCHD to proceed with this project.

Sincerely,
Alice Wu
Mildred resident

Sent from my iPhone

[REDACTED]

From: Stephanie Ishioka [REDACTED]
Sent: Monday, November 07, 2022 9:54 AM
To: PWTraffic
Subject: Public Comments - Proposed BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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I oppose the BCHD Bike Path project. We are residents of the Pacific South Bay tract and have lived in our home for over 25 years and reside right next to the proposed BCHD bike path.

As it is currently, we hear all the noise as the public utilizes the Flagler alley at all hours of the day and night. Our backyard is also subject to litter as the public tosses their unwanted trash over the wall as they pass through the alley. If the bike path is approved the noise level and unwanted trash would increase.

We would also have to deal with privacy issues as a far greater number of the community would utilize the bike path.

Initially, the bike path was part of the BCHD's Healthy Living Campus master plan but was separated from the project by BCHD before their EIR was released. As a result, bike path impacts were not studied. We, the public, are entitled to more detail regarding the impact this bike path would have on our community.

This major construction is close to homes and schools. Students' learning would be impacted from the noise and pollution this construction brings. Also, residents would be subject to issues the hillside evacuation would bring on an unstable hillside. Who will pay for damages as the hillside comes crashing into our backyard?

The City of Torrance must not permit BCHD to proceed with this project in the City of Torrance.

Thank you,
-Stephanie Ishioka

[REDACTED]

From: William Padian [REDACTED]
Sent: Monday, November 07, 2022 10:03 AM
To: PWTraffic
Subject: bchd bike bath

Follow Up Flag: Follow up
Flag Status: Flagged

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I oppose the BCHD bike path project because obviously Torrance does not NEED a "bike path" on Flagler Lane. Torrance residents do not need a wider Flagler Lane . Torrance residents do not need a reconstructed hillside. Torrance residents do not need the BCHD in their back yard. Furthermore, the bicyclists would intersect with residents and others entering the tract off of Beryl and crossing the Flagler Lane bike path..

Sincerely, Virginia Padian

[REDACTED]

From: Joseph Geumlek [REDACTED]
Sent: Monday, November 07, 2022 10:04 AM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; [REDACTED]
Subject: Public Comment Item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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Hello.

In regards to the Metro Redondo Beach Active Transportation Corridor, I strongly support the proposed improvements. I am a Hawthorne resident who regularly chooses to use my bicycle for shorter trips, and have found great value in the Dominguez Channel bike path that passes through Hawthorne and neighboring communities. These improvements would make a fantastic extension of this path. In particular, this active transportation corridor would provide a much needed bicycle-friendly route to let me reach the areas west of the 405, since just about every 405 underpass in this region is incredibly stressful and devoid of bicycle infrastructure. This corridor would be a lifeline for reaching the beach cities of the South Bay on a bicycle, instead of driving my car as I currently do to travel these short miles. Trip replacements like that mean that all road users will benefit by reducing congestion. I also wish to emphasize my support for the numerous surrounding detail elements in this plan, such as lighting, sidewalks, markings, and other road changes, since this corridor will truly shine if it provides a cohesive low-stress experience for all forms of active transportation. Please do not leave any gaps in the experience that would make this journey harrowing.

Sincerely,
Joseph Geumlek
[REDACTED]

[REDACTED]

From: LaRee [REDACTED]
Sent: Monday, November 07, 2022 10:05 AM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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Please verify sender before opening attachments or clicking on links.

I oppose the BCHD Bike Path project. I believe it is an under-handed way for the Beach Cities project to get their foot in the door on Torrance property. People will see "bike path" and think it is a worthwhile project. It is not! It is a path for no real purpose except as a self-serving proposal from the BCHD project and is a total waste of time and money.

Billie Lydon
[REDACTED]

[REDACTED]

From: Sabrina Barakat [REDACTED]
Sent: Monday, November 07, 2022 10:21 AM
To: PWTraffic
Subject: Public Comments - Proposed BCHD Bicycle Path

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear City Council of Torrance:

I am opposed to the BCHD proposal of a bike path.
As a resident of upper Tomlee Avenue, my backyard is on Flagler Lane.
I drive on Flagler regularly to go to work, to take my son to music lessons, and to access 190th for eventual freeway travel.
I also walk on Flagler for morning exercise and to go to Vons for groceries.

The bike path may seem like a good idea on paper. (Or as a "healthy living concession" to make more palatable the giant demolition/construction project!)
But really, there is not enough area to justify a designated bike path behind the barricade that keeps going to Diamond after Flagler curves into our neighborhood.

And in order to access that bike path, cyclists would need to travel on the busy streets of Prospect and Beryl. These are already narrow and Beryl even accommodates a bus, with stops for Beach Cities Transit at the corner with Flagler.
Adding more cyclists to these streets seems dangerous for them, for drivers and pedestrians.

Furthermore, if the demolition/construction project goes forward, there will be a huge increase of trucks traveling these same roads.
This increases the traffic danger for cyclists and fills the air with fumes—very unhealthy to breathe while cycling or even walking!

If BCHD sincerely wishes to increase healthy living, they might consider planting a community garden where there is now pavement.
This can be utilized to teach gardening to teenagers and to help provide food to people experiencing homelessness.

Thank you for your consideration in opposing BCHD's proposal.

With pride as a Torrance resident,
Sabrina Barakat

[REDACTED]

From: Tim Ozenne [REDACTED]
Sent: Monday, November 07, 2022 10:43 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Public Comment - BCHD Proposed Bike Path Permitting in Torrance
Attachments: Bike Path Comment Rev(TOO).pdf

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To: Torrance Mayor, Council, Traffic Commission, Planning Commission and Redondo Beach Planning Commission

Dear Mayor, Council, and Commissioners:

Attached please find written comments regarding Beach Cities Health District's proposal to the Torrance Planning Commission for a bike lane. We understand this is **Agenda Item 7A** to be considered at the commission's meeting on November 7.

As these comments show, we are both opposed to the proposal as it is now configured. Although we do not plan to attend tonight's commission meeting, we hope our opposition can be noted in meeting records and that the written comments will be put in the record.

Thank you,

Tim and Gini Ozenne
Linda Drive
Torrance

BCHD Bicycle Path Proposal to Torrance Traffic Commission

As a 44-year resident of the neighborhood immediately east of the project, and one whose home is only about 1000 feet from the project, I oppose the BCHD Bike Path along Flagler Lane as currently proposed. As far as I am concerned, the proposal is really intended to obtain changes in Torrance that mostly benefit BCHD's development plan with no substantial links to bicycle safety and clear losses to many Torrance residents. Here I discuss some problems with the proposal and I urge the Traffic Commission and the city of Torrance to reject the proposal as currently configured.

I appreciate that the Torrance Traffic Commission is currently soliciting public input on this project along Flagler Lane and Flagler Alley in Torrance even though many details of the proposal remain unclear. Presumably, the situation will be clarified before Torrance accepts, rejects, or negotiates changes to the proposal. Further, although one can try to separate the bike path proposal from other issues regarding BCHD's property development scheme, in fact the two are closely intertwined. Please consider the section below on "Bike Path: Part of the BCHD Real Estate Development."

Before getting to the details, let me point out that this matter requires full consideration by Torrance officials, possibly including the City Council. What we have here is (1) a single property owner in Redondo Beach seeking (2) to use land in Torrance for its own financial gain while imposing costs on Torrance homeowners and voters. This is true even though the proposed project does not touch *any* BCHD property. This is *not* a case of simply approving or disapproving a permit application from a Torrance property owner to alter the owner's own land. I urge Torrance officials to refuse to harm Torrance residents in order to assist a lone Redondo Beach landowner.

If, however, Torrance officials conclude that the bike path proposal is in the best interests of Torrance and this neighborhood, I urge you to negotiate with Redondo Beach and BCHD so that the cities design and construct the facilities; BCHD should transfer funds it has for this project to these two cities. It's city property that would be used, and BCHD should have no role at all beyond funding.

The BCHD Bike Path Application

Torrance owns the entire "right-of-way" (R-O-W) for Flagler Lane south from the intersection with Beryl St. to north of Towers St. The R-O-W is fully 80 feet wide from east to west at least from Beryl St. to the intersection at Towers St. As one moves south of Towers, the Flagler Lane R-O-W narrows and to vanishes about 300 feet south of the Towers St. centerline. Here, the path is conventionally referred to as Flagler Alley. It has a sidewalk on the east but with just 8 or 10 feet of pavement for bike or such.

Today only part of the Torrance R-O-W property is paved *north* of Towers St. In fact, less than half of this land is paved. On the east side is a curb and sidewalk extending south to Towers Street; a concrete block wall here separates the Flagler right-of-way from private property immediately east. The *paved* roadway here is just about 33 feet wide and currently accommodates two-way vehicle traffic in this area. While there are no speed limit signs posted here, the presumptive limit is 25 m.p.h. as it is just north on Flagler Lane and just east of the Beryl St. intersection.

Second, BCHD has at times described the bike path as "protected." It did so, for example, in the EIR unanimously adopted by the BCHD board. (See discussion below.) It is true that Flagler Alley is closed

to vehicle traffic and is “protected” in that sense. But no part of Flagler Lane north of Towers street has any physical barriers separating bikes and cars now nor in the proposal.

Protected bicycle lanes or paths could easily require 7 feet in width in each direction. Current BCHD drawings show north and south *unprotected*, Class II paths just 5 feet wide. The street pavement here is about 35 feet wide. Excluding curbs and sidewalks, recent diagrams presented by BCHD show vehicle lanes plus bike lanes would require 48 feet near the Beryl/Flagler intersection, which means the paved part of the road has to be *widened* by 13 feet. Further south, as Flagler Lane approaches the intersection with Tower St., it narrows but the paved roadway now proposed would still require 35 feet.

Proposed Bike Lane: Part of the BCHD Real Estate Development?

In any case, a major concern of local residents, apart from the bike path itself and how it will fit with Flagler Lane traffic, is what BCHD proposes for the hillside to the *west* of the existing pavement. This hillside belongs 100% to Torrance and is plainly part of the long-established Hillside Overlay Area, an area that includes many homes on east of Flagler Lane and all land up to the Torrance-Redondo border. Today, the hillside includes many mature pine trees, a low concrete-block wall, and several wooden retaining wall on the slope. According to BCHD site plans published elsewhere, BCHD now proposes a seven-story residential building at the top of this slope, very near the eastern property line of the BCHD and overlooking several single-family homes just east along Tomlee Ave. in Torrance. The roof of this residential complex would be at least 135 feet above the land where these Torrance homes have stood for half a century.

According to Torrance Public Works,

The proposed bicycle path project would construct a two-lane bicycle path approximately 530 feet long along the Flagler Alley alignment from Towers Street to Diamond Street. The improvement would include: widening of the paved surface from 10 feet wide to 13 feet wide and repaving the full width; construction of a 5-foot-high retaining wall at the westerly side of the widened bicycle path to retain the embankment; installation of irrigation and landscaping; and installation of path lighting on 14-foot-high poles spaced at 75 feet. North of Towers Street, BCHD proposes to construct sidewalk, curb and gutter on the west side of Flagler Lane by narrowing the street by 4 feet, **while not affecting the existing embankment in this area.** Bicycle lanes would be provided along the east and west curb lines for northbound and southbound cyclists. Additional work at the Flagler Lane/Beryl Street intersection is proposed to better align the south approach to the intersection. Plans and Renderings of the proposed project are provided as ATTACHMENTS D and E, respectively. **Emphasis Added.**

To the extent that the improvements have no connection to BCHD’s real estate development plan, it makes no sense to for Torrance and Redondo to turn over the bicycle project to BCHD.

One might question the motives of BCHD regarding the project. A key feature of the project is to widen Flagler Lane at the intersection with Beryl St. Why? It could be that BCHD intends to facilitate its development of the Flagler Lot on the NW corner. Here is what BCHD is planning.

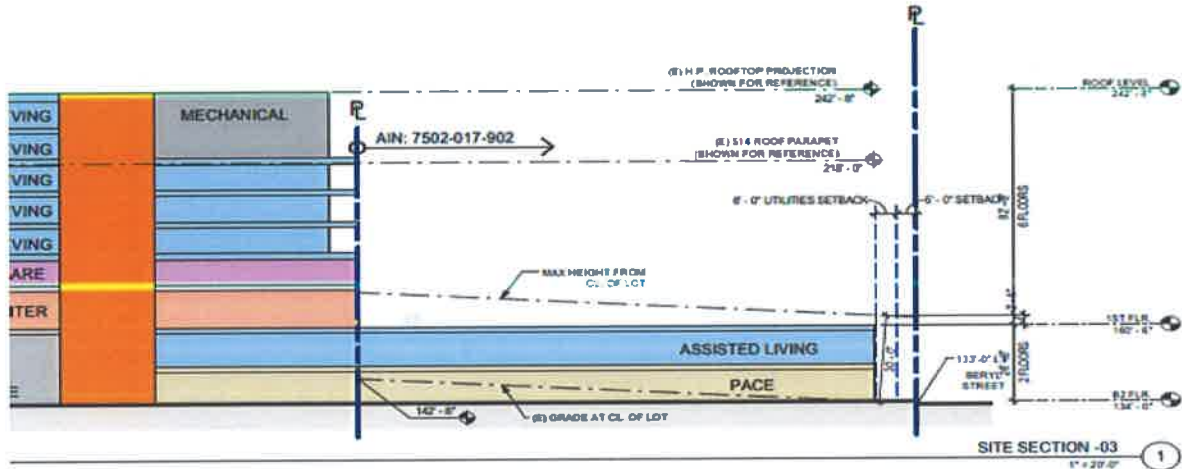
NW Corner Building on Flagler Lot



This configuration plainly puts the building at the corner at about the level of Flagler Lane and would require *both* extensive regrading of Torrance property on the west side of Flagler Lane so as to match Flagler Lot grading *after* it is flattened and adding mature trees between the building and the new curb.

As with the above illustration, the next drawing from BCHD's own site, and prepared by BCHD's architectural firm, shows that the existing lot is sloped up from north to south (left to right in these illustrations). The rise is about ten feet. The heavy black line at the bottom of the drawing appears to be the foot of the building, but it would be above the Flagler Lane pavement. Thus, I request that Torrance Public Works prepare a complete analysis of what changes Torrance will undertake to accommodate the BCHD building plan.

Elevation: Looking West from Flagler Lane at Beryl St



Meanwhile, south of Towers St., the “bike path” never touches BCHD property. It’s all Torrance or Redondo Beach city property, not BCHD. And, as currently proposed, the bike path plainly nears the “electric yard” now proposed by BCHD. That yard would include transformers, electric generators and substantial fuel storage, yet that yard was not nearly ignored in the adopted EIR other than to say the transformer noise would not be a problem. There is no mention in the EIR of the risks associated with fuel storage or the noise and air quality impacts of periodic testing of the generators; there is no information on how frequently such tests will be run nor how long such tests will run. Yet oddly, this facility would be positioned close to the homes of area residents who would get no benefits; all benefits go entirely to RCFE’s residents and the building’s owner and operator. Why?

According to the plans submitted by BCHD to Torrance, “The proposal is just Class II bike lanes north of Towers Street. That is simply a 5’ bike lane against the curb separated from vehicular traffic by a 6” white painted line.” Since BCHD has often previously asserted the bike path would be “protected,” it is clear that BCHD is backing down. Possibly this is to justify approvals expected from Torrance? Possibly this is to get Torrance to agree to the bike path and issue permits to BCHD to reshape land in Torrance to so as to enable BCHD’s extensive redevelopment adjacent to Flagler Lane?

But previously, when BCHD unanimously approved its own Environmental Impact Report, that EIR said this:

The South Bay Bicycle Master Plan indicates that additional bicycle facilities are planned throughout the study area, including Class II bicycle lanes on Beryl Street east of Flagler Lane and on West 190th Street east of Beryl Street, as well as Class III bicycle facilities on 190th Street west of Beryl Street. Additionally, separately from the proposed Project, BCHD is currently working with the City of Redondo Beach and the City of Torrance to plan a new protected (i.e., Class I) bicycle facility (BCHD Bike Path Project) along the eastern perimeter of the campus along

Flagler Lane and Flagler Alley between the northern terminus of Flagler Alley and Beryl Street.
[Page 747 of 1778]

Thus, if Torrance and Redondo take control of the bike path construction, they can ensure that the path is consistent with a new EIR for the project and that the electric yard will not harm Redondo and Torrance residents.

Additional Issues

- **Public Use Requirements**

Before Torrance accommodates BCHD's property development plan, it should consider that the Prospect Avenue property was obtained via eminent domain in 1957 in order to build and operate a hospital. The hospital failed and was closed several years ago, but BCHD has not followed Resolution of Necessity procedures in the law to establish any new public uses. Moreover, BCHD has specifically refused to explain why the law on restricting new uses of the land to public uses does not apply to it.

- **Lack of Hillside Overlay Protection**

The entire Flagler Lane right-of-way lies in the Torrance Hillside Overlay area, so any construction needs to preserve or enhance that overlay. Indeed, the homes just east of the area are also in the HOA and would face additional scrutiny for any changes that might impact the hillside. Will BCHD face the same scrutiny?

- **BCHD Failed to Consider Impacts on Torrance in Its EIR**

Although an EIR is supposed to inform local residents fully about proposed changes, including changes from new buildings, BCHD's EIR did not inform residents how the large new buildings along the eastern property line will impact perceived sizes, effects on light and air or the privacy of nearby homes. The EIR does not mention that the RCFE is as close to Torrance homes as the law may allow. Torrance should insist that such impacts be fully explored prior to any agreement to allow the proposed bike lane. Again, this issue could be resolved by turning the project over to Torrance and Redondo.

- **Lack of Explicit Health Benefits**

Although BCHD regularly asserts it promotes health in the area, we can find no measures of how much spending \$1.2 million or so on the bike path will improve safety. None! That is not surprising. BCHD also proposes to host a large private residential facility on its property but has absolutely no estimate of how doing so will improve the health of residents or anyone else. It points only to national journals that claim that abundant low-cost housing is good for older people, but the articles do not come close to finding health benefits for the proposed RCFE that might justify the impositions on local residents.

The failure of BCHD to quantify health benefit that might offset losses to nearby citizens should be considered by Torrance before it aids BCHD by approving the proposed bike path.

- **Health District Principal Act Limits**

The Health Care District Principal Act governing what powers BCHD has does not cover residential facilities. Of course, BCHD pretends otherwise, but any careful reading of the relevant statute and its references does not reveal a single mention of "residential facilities for the elderly" or other residential facilities. The law says quite literally that Health Districts may "[E]stablish, maintain, and operate, or provide assistance in the operation of, one or more health facilities..." But it continues as follows—in

the same paragraph, to say "'Health care facilities,' as used in this subdivision, means those facilities defined in subdivision (b) of Section 32000.1 and specifically includes freestanding chemical dependency recovery units. 'Health facilities, as used in this subdivision, may also include those facilities defined in subdivision (d) of Section 15432 of the Government Code.'"

Of course, BCHD just ignores this inconvenient statutory limitation even though it includes more than 24 types of facilities--hospitals, nursing homes, adult day care, drug-treatment centers and so forth—explicitly authorized for special districts. The law does not even mention any sort of residential care facilities, directly or indirectly. The point here is that BCHD plans to injure Torrance residents through its development project even though it lacks statutory authority to establish the RCFE. Hopefully, Torrance will not facilitate BCHD's development plan.

[REDACTED]

From: Cynthia Purwadi [REDACTED]
Sent: Monday, November 07, 2022 11:35 AM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
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Dear Madam or Sir:

This is in regard to the proposed BCHD Bike Path. As a resident of Torrance living near the the proposed BCHD Bike Path, I strongly oppose the BCHD Bike Path Project due to the fact that major construction is close to homes and schools. Also, impacts of hillside excavation on an unstable hillside, widening Flagler Lane, increased traffic, noise, privacy issues, lighting etc., are all **unknown**.

“Torrance must not permit the BCHD to proceed with this project in the City of Torrance.”

Sincerely,

Cynthia Purwadi

Sent from my iPad

[REDACTED]

From: Wang Shirley [REDACTED]
Sent: Monday, November 07, 2022 11:50 AM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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Dear Sir or Madam,

This is Yan Wang. I am the resident in western torrance adjacent to Flagler Lane. I oppose to the BCHD bike path project due to the increased traffice, noises, and privacy issues. And I am concerned about the hillside excavation which might damage the foundation of our house.

I hope City of Torrance can stop this Bike Path project. Thank you!

Best,
Yan Wang

From: Brian Wolfson [REDACTED]
Sent: Monday, November 07, 2022 12:13 PM
To: PWTraffic
Cc: CityCouncil
Subject: Public Comments Re: Proposed Bike Path - Item 7a

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Public Comments Re: Proposed Bike Path - Item 7a

As a longtime resident of the City of Torrance who is within approximately 100 yards of the project site, I am strongly opposed to this project.

I urge the Torrance Traffic Commission to vote “No” on item 7a, the bike path project. And urge the Commission to recommend that the Torrance City Council not proceed with the project before fully understanding the environmental impacts of the construction.

California Environmental Quality Act (CEQA) Public Resources Code §21000 requires that the potential environmental impacts of proposed projects be evaluated and that feasible methods to reduce or avoid identified significant adverse environmental impacts from these projects be identified. This was not done.

By its design, this project requires that the Beach Cities Health District (BCHD) initiate a comprehensive environmental impact report (EIR) due to the significant changes that the BCHD proposed for the original construction along Flagler Lane and Flagler Alley between Beryl and Diamond streets when the District revised the project as outlined in the Los Angeles County Metropolitan Transit Authority (LACMTA) funding agreement for project number MM4602.01 entered into by the parties on January 10, 2020.

In keeping with State law, the EIR should have been completed before the City of Torrance was asked to consider whether to proceed with the proposed project.

According to the CEQA Guidelines, an EIR shall focus on the significant effects on the environment (14 CCR 15143). An EIR shall therefore contain a statement indicating the reasons various possible significant effects were not found significant and not discussed in detail (14 CCR 15128). This has not taken place.

The Proposed Project would be on properties that encompass a total of approximately .2 miles within the Cities of Torrance and Redondo Beach and as noted in the grant application **closes an important gap in bicycle facilities..... within the region.... and provides important regional connectivity.**

Topography within the Proposed Project site varies from a gentle slope to steeper terrain on the east portion of the Project site adjacent to Torrance households and Towers Elementary School. The site is in an area of strong winds that blow down the hillside. No mitigations have been evaluated to determine the degree of the environmental risks that the construction will cause to air quality although a large portion of the hillside will be excavated. There’s no information regarding long-term impacts to the environment or to public safety.

These CEQA standards were established to protect all sensitive receptors with a margin of safety from adverse health impacts due to exposure to air pollution. The California standards are more stringent than the federal standards and in the case of PM10 and SO2, far more stringent. California has also established standards for sulfates, visibility reducing particles, hydrogen sulfide, and vinyl chloride.

The full extent of the health and environmental risks associated with the revised scope of work for the project must be considered.

Given high levels of contaminants previously found on the adjacent property and given the topography of the site, this project has the potential to generate significant adverse environmental impacts to the following environmental topic areas: aesthetics, construction air quality and GHG emissions, energy (increased electricity demand), hazards and hazardous materials, water demand, construction noise and vibration, solid waste, and transportation and traffic.

The BCHD along with the City of Torrance has a responsibility pursuant to California H&S §41700 to control emissions of air contaminants and prevent endangerment to public health.

Furthermore, since the revised project was determined to have statewide, regional and areawide significance, a CEQA scoping is required pursuant to Public Resources Code §21083.9 (a)(2). It states in part that the lead agency is required to provide notice of at least one scoping meeting. This was not done.

The lead agency in this instance didn't even notify the City of Torrance that they were awarded the grant even though the majority of the project falls within Torrance and the majority of the impacts would be in the city.

Therefore, the request before the Torrance Traffic Commission must be denied and further study must be initiated by the BCHD before it can secure permission to proceed from the City of Torrance for a permit for the project site.

I urge you to vote "No" on the bike path project.

Sincerely,
Brian Wolfson
City of Torrance

Sent from my iPhone

[REDACTED]

From: kiyohisa wakabayashi [REDACTED]
Sent: Monday, November 07, 2022 12:36 PM
To: PWTraffic
Subject: BCDH Bike Path

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Please verify sender before opening attachments or clicking on links.

Dear Torrance Traffic Commission:

I strongly oppose the proposed BCHD Bike Path on Flagler Ln. between Beryl St. & Diamond St. I am a 8 year resident of [REDACTED] just one block east of Flagler Ln. We don't need the proposed bike path at all, because we can easily walk or bicycle through the existing roadway.

There are many reasons such as:

- It is unnecessary, because the existing road, sidewalks and alley are sufficient for both pedestrians and bikes.
- It would increase bicycle & E-bicycle traffic along the Flagler Lane, and increase congestion & the danger to bicyclists at the intersection of Flagler Ln. and Diamond St.
- It would be unhealthy, because noise and contaminants would be released into the air and our neighborhood from excavation, trucks building the retaining wall.

Torrance must not allow BCHD to proceed with this project in the city of Torrance.

Sincerely yours,

Kiyohisa Wakabayashi

Sent from [Mail](#) for Windows

[REDACTED]

From: Brianna Egan [REDACTED]
Sent: Monday, November 07, 2022 12:43 PM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; [REDACTED]
Subject: Public Comment - Item 7A

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Please verify sender before opening attachments or clicking on links.

Hello Traffic Commission,

The Flagler Bike Lane Project is an elegant and much-needed solution to improve pedestrian and bike mobility in the South Bay. More residents are choosing active transportation over cars to travel through the South Bay, motivated by various reasons including reducing vehicle emissions, exercise, disability, and enjoyment. Projects like this one help us adapt to climate change, promote bike and pedestrian safety, and build a more resilient and connected community. Flagler Lane in particular represents an important connector between Torrance and Redondo Beach as well as North and South Redondo. The sidewalk addition, lighting improvements, and traffic calming measures will enhance and beautify the area as well as improve safety for people walking and biking. This is an important link in the South Bay Bicycle Master Plan and is unrelated to the BCHD Healthy Living Campus. Please approve the Flagler Bike Lane Project. Generations to come will thank you!

--

Brianna J. Egan, MPH

[REDACTED]

From: Peter Richardson [REDACTED]
Sent: Sunday, November 06, 2022 3:19 PM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; [REDACTED]
Subject: Public Comment Item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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To the members of the Torrance Traffic Commission,

As residents of Torrance and avid cyclists living in 90505, we wholeheartedly approve of the Metro Redondo Beach Active Transportation Corridor. Our understanding is that the City of Redondo Beach, through which most of the project runs, has already approved the route. The section of the route that passes through Torrance is not only a short distance compared to that which runs within Redondo Beach, but also Flagler Lane and the passageway between Flagler Lane and Diamond Street is partially within both cities, therefore it would seem to be un-neighborly for the City of Torrance not to grant approval. What possible reason could there be not to approve a plan that improves traffic safety for all users?

The passageway between Flagler Lane and Diamond Street is already used by cyclists and pedestrians, removing the barriers, resurfacing and striping can only improve safety, plus make the route more obvious to pedestrians, cyclists and motorists alike while formally integrating it into the Active Transportation Corridor. The route this corridor takes, guiding users to the beach area via Diamond Street, provides a much safer passage than the busier Beryl Street where riders have to navigate the traffic at Redondo Village Mall and the steep hill.

Ownership of the Torrance portion of the Active Transportation Corridor is shared with Redondo Beach, if Redondo Beach has approved the plan, I see no objective reason for Torrance not to follow suit.

Regards,

Peter & Sue Richardson
Resident of 90505

[REDACTED]

From: Grace Peng [REDACTED] >
Sent: Monday, November 07, 2022 1:01 PM
To: PWTraffic; Finton, Steve; Bilezerian, Craig; [REDACTED]
Subject: Public Comment item 7A

WARNING: External e-mail

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I am writing in to enthusiastically support the Flagler Bike Lane Project. I live in North Redondo and ride through that area about once a week. It provides a way for me to reach the beach, Riviera Village, and the RB Main Library without taking my car.

Every time I ride it on the weekends, I see other riders using it as a route between Torrance and the Beach. I often see families with children, bound for the Beach.

On weekdays, in the middle of the day, I sometimes see sketchy characters. They have never harmed me, but they do loiter unnervingly close so that it's not easy to pass.

If we make the area safer and more attractive, I think we will attract more cyclists and that will deter the loiterers. They disappear during the busier weekends and commute times.

This route would also serve RUHS and Parras MS students, which would give Torrance the benefit of reducing automobile traffic and pollution.

My daughter was on the RUHS Academic Decathlon team. They scrimmaged and studied with the West High team. I think this route would also serve the kids of West Torrance when they visit RUHS and the Beach.

This route is also at a saddle point in this hilly area. It provides a more gradual and shorter climb over the ridge. There really is no substitute.

We need more low-stress routes, suitable for all ages. Please approve this badly-needed connection.

Thank-you,
Grace Peng, PhD

From: Ann Wolfson [REDACTED]
Sent: Monday, November 07, 2022 1:07 PM
To: PWTraffic
Cc: CityCouncil
Subject: Public Comment for Agenda item 7a – Proposed BCHD Bike Path
Attachments: Screen Shot 2022-10-30 at 10.18.24 PM.png; Screen Shot 2022-11-07 at 12.41.21 PM.png; Public Comment for Agenda item 7a.pdf

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Public Comment for Agenda item 7a – Proposed BCHD Bike Path _ pdf enclosed with images.

Dear Torrance Traffic Commissioners,

I oppose BCHD's proposed bike path project.

As a longtime resident of Torrance and specifically the Pacific South Bay tract, I, my entire neighborhood, and residents in West Torrance are directly impacted by the proposed bike lane project and its **long-term** impacts on Torrance residents and the city.

There are many reasons it should NOT move forward. I am concentrating on the Environmental reasons.

Because the BCHD tried to separate the Bike Path project from its massive HLC project – the appropriate environmental impact was NOT performed. An independent environmental study MUST be completed before any project is even considered or brought before the Torrance Traffic Commission or any authorized body of the City of Torrance. Since many of the City of Torrance's official response to the HLC were dismissed or ignored by BCHD's hired consultant firm for the EIR, I recommend that the City of Torrance be closely involved or be the designated responsible agency

Consideration or approval of ANY part of work on Torrance land would be **premature**, and subject to liability for Torrance, and BCHD.

Environmental Hazards - Environmental Study not performed.

Health and Safety Hazards-

Proximity to homes/residents

The backyards of many Torrance homeowners literally back onto the proposed path. A mere wall separates their backyards from Flagler Alley and the backyards of residents on Tomlee Ave. on Flagler Lane and Towers St.



Overview –Proximity of proposed bike path to Torrance residents

Impacts NOT studied for the Bike Path even **closer to residents** include: 1) demolition and construction noise, 2) health hazards such as air quality and airborne contaminants due to soil excavation, grading, 3) unstable soils (as reported in the Converse Phase I and II studies), and the known PCE found in 29 of 30 soil samples borings on the site, and dotting the bike path lane.

Even the EIR recognizes these PCE risks. Page 498 (3.8-4) of the EIR states:

“The effects of PCE on human health depend greatly on the length and frequency of exposure. Short-term, high-level inhalation exposure (i.e., in confined spaces) can result in irritation of the upper respiratory tracts and eyes, kidney dysfunction, and neurological effects. Long-term exposure (e.g., in confined spaces) can result in neurological impacts including impaired cognitive and motor neurobehavioral performance as well as adverse effects in the kidney, liver, immune system and hematologic system, and on development and reproduction (U.S. Environmental Protection Agency [USEPA] 2016).”

“Ground disturbing activities (e.g., excavation, trenching, and grading) during Phase 1 and Phase 2 would disturb PCE-contaminated soils.... Similarly, grading within the vacant Flagler Lot would also encounter PCE-contaminated soils. The soil samples on the vacant Flagler Lot ...had the great(est) concentrations of PCE on the Project site.” (Converse Consultants 2020; see Appendix G)

The selection of boring sites is inadequate for the HLC. Again, the land proposed to be graded for proposed bike path is even closer to residents. The only 30 foot boring, at B-1, which was known to be far away from where the main contaminants were found. Converse [Ref: 3.2.38] advised unequivocally:

“Deeper borings in the locations where pollutants were found would yield even greater findings of more pollutants.”



Boring sites are along edge of the proposed campus Bike Path

Permanent impacts include: 1) increased traffic and accidents along the proposed path that is next to homes on school pick up zones for Towers Elementary and nearby West High and RUHS. No study has been done on the impact of a bike path, the proliferation of e-bikes, and the increased traffic along Beryl and Prospect – already busy overloaded intersections.

In the future, should ANY mass demolition and construction occur due to the proposed HLC project – all the surrounding streets are impacted and become a safety hazard for pedestrian and bike traffic.

These are just a few of the reasons to deny any approval of use of Torrance land.

Other important issues include:

- Future liability to City of Torrance for accidents and safety issues, costs of maintenance, increase in traffic, and unintentional consequences.
- The fact that though BCHD would like to separate the Bike Path project from its massive RCFE proposed project, the two are historically and intrinsically tied.
 - When the “Healthy Living Campus” Notice of Preparation (NoP) came out in July 2019, the bike path was part of the project. [REF: [https://www.bchdfiles.com/docs/bchd/BCHD%20Healthy%20Living%20Campus%20Master%20Plan NOP IS%20Checklist 062719.pdf](https://www.bchdfiles.com/docs/bchd/BCHD%20Healthy%20Living%20Campus%20Master%20Plan%20NOP%20IS%20Checklist%20062719.pdf)]

“Additional pedestrian and bicycle improvements would include the construction of internal pedestrian pathways and the potential establishment of a Class I, two-way bicycle path with a pedestrian and lighting improvements along Flagler Alley between Flagler Lane and Diamond Street, immediately east of the campus.” [Ref. HLC NoP, P. 3]

- **Pattern of disregard for Torrance officials and residents.**
 - Torrance was NOT even included in the original scoping meetings though Torrance residents would be severely impacted and the Eastern border of the project is on Torrance land.
 - The City of Torrance’s response to the DEIR were largely ignored.
- **Pattern of presumption and disregard for the City of Torrance and Torrance residents**
 - BCHD’s “Pre- Application” for a Conditional Use Permit (CUP) submitted to the City of Redondo Beach Planning Dept. in Feb. 2022, contains renderings that clearly show **extensive regrading** and soil removal of the Torrance hillside and on Torrance land along its Eastern border – without any pre-approval from Torrance.

The bottom line: The history of BCHD actions for the HLC project and this Bike Path project speak for themselves. An Independent Environmental Impact Study is needed. The history of BCHD actions for the HLC project and this Bike Path project speak for themselves.

I urge the Torrance Traffic Commission, and all Torrance officials to deny any access to Torrance land for the purposes of this project.

Respectfully,
Ann Wolfson
PSB resident for 22 years

**Public Comment for Agenda item 7a – Proposed BCHD Bike Path
Nov. 7, 2022**

Dear Torrance Traffic Commissioners,

I oppose BCHD's proposed bike path project.

As a longtime resident of Torrance and specifically the Pacific South Bay tract, I, my entire neighborhood, and residents in West Torrance are directly impacted by the proposed bike lane project and its **long-term** impacts on Torrance residents and the city.

There are many reasons it should NOT move forward. I am concentrating on the Environmental reasons.

Because the BCHD tried to separate the Bike Path project from its massive HLC project – the appropriate environmental impact was NOT performed. An independent environmental study MUST be completed before any project is even considered or brought before the Torrance Traffic Commission or any authorized body of the City of Torrance. Since many of the City of Torrance's official response to the HLC were dismissed or ignored by BCHD's hired consultant firm for the EIR, I recommend that the City of Torrance be closely involved or be the designated responsible agency

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In the future, should ANY mass demolition and construction occur due to the proposed HLC project – all the surrounding streets are impacted and become a safety hazard for pedestrian and bike traffic.

These are just a few of the reasons to deny any approval of use of Torrance land.

Other important issues include:

- Future liability to City of Torrance for accidents and safety issues, costs of maintenance, increase in traffic, and unintentional consequences.
- The fact that though BCHD would like to separate the Bike Path project from its massive RCFE proposed project, the two are historically and intrinsically tied.
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“Additional pedestrian and bicycle improvements would include the construction of internal pedestrian pathways and the potential establishment of a Class I, two-way bicycle path with a pedestrian and lighting improvements along Flagler Alley between Flagler Lane and Diamond Street, immediately east of the campus.” [Ref. HLC NoP, P. 3]

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The bottom line: The history of BCHD actions for the HLC project and this Bike Path project speak for themselves. An Independent Environmental Impact Study is needed. The history of BCHD actions for the HLC project and this Bike Path project speak for themselves.

I urge the Torrance Traffic Commission, and all Torrance officials to deny any access to Torrance land for the purposes of this project.

Respectfully,
Ann Wolfson
PSB resident for 22 years

[REDACTED]

From: Jim Childers [REDACTED] >
Sent: Monday, November 07, 2022 1:09 PM
To: PWTraffic
Subject: BCHD Bike Path Opposition

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Dear Traffic Commission Members:

As a Torrance resident, I oppose the proposed BCHD Bike Path on Flagler Lane in Torrance. No Torrance residents would even use this bike path because it is out of the way for all but a handful of very local residents that are the target age demographic for BCHD's enormous construction project on the South Bay Hospital site. BCHD would not make this bike path to benefit Torrance residents, but rather serving their own interests or for the benefit of residents from other cities. This is just another encroachment by BCHD on the peace and quiet of the residents of west Torrance. This project would also expose Torrance to increased liability for the improved property without any benefit to Torrance residents. BCHD can build a bike path on their own property, not on the City of Torrance property that I pay taxes to support.

[REDACTED]

From: Cecilia Raju [REDACTED]
Sent: Monday, November 07, 2022 1:13 PM
To: PWTraffic
Subject: Opposition to BCHD bike path

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

To whom it may concern,

I am writing to voice my opposition to the proposed bike path on Flagler Lane by BCHD. The impacts of this bike path have not been studied in the EIR, and BCHD should not be allowed to use Torrance land in its efforts to build a mega assisted-living campus for its profit and viability. The construction of this bike path will undoubtedly create disruption to homes and commuters in the immediate vicinity, and beyond. Not to mention the negative impacts on the health and safety of children attending Towers, which is not acceptable.

Please do not let BCHD create such a hazard for Torrance residents only for the benefit of their bottom line.

Thank you,
Cecilia Raju
(Torrance resident on Redbeam Ave)

[REDACTED]

From: Kenneth Yano [REDACTED]
Sent: Monday, November 07, 2022 1:15 PM
To: PWTraffic
Subject: Bike path on Flagler Alley

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

I am strongly opposed to the proposed bike path on Flagler Alley. I have owned a home in West Torrance for 45 years and have never seen a need for this proposed bike path. The path goes from a Redondo street to a Redondo street. Few, if any, Torrance residents would ever use this path. So why should Torrance assume the liability for any accidents on this bike path? Why should Torrance assume the liability for the huge retaining wall? Please deny this request. Torrance does not need this.

Kenneth T Yano
[REDACTED]

[Sent from the all new AOL app for iOS](#)

Moun, Brenda

From: Deborah Beach <[REDACTED]>
Sent: Monday, November 7, 2022 1:20 PM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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I object to the bike path project.

i live on Redbeam. There is so much traffic getting out of my driveway is difficult. I witness multiple accidents each year. This area needs a reduction in traffic not more.

Additionally, Towers elementary school is within the block and traffic pattern. There are little children walking, being dropped of and pickup. This would be an added danger to them.

There are too many unknowns. We have not seen what would happen to the hillside. We have seen no study to show the affects.

Is the City of Torrance willing to assume the financial liability for the impact of a project that has no benefit to its citizen and only a deficit? Hopefully not.

PLEASE VOTE NO ON THIS PROJECT!

Thank You,

Danelle Beach Holman

Moun, Brenda

From: Jeff Earnest <[REDACTED]@m>
Sent: Monday, November 7, 2022 1:27 PM
To: PWTraffic
Cc: Traffic Commission
Subject: OPPOSE The BCHD Bike Path Project

Follow Up Flag: Follow up
Flag Status: Flagged

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Please verify sender before opening attachments or clicking on links.

To: Torrance Traffic Commission

I OPPOSE the BCHD bike path project. I am a resident of Torrance and live in the Pacific South Bay Tract.

I'm an avid cyclist riding on average 40 miles per week. I've never met a bike path that I didn't like, but this one doesn't make sense to me. The location is poor, and by mixing the traffic flow would actually increase risks to the cyclists, drivers and pedestrians rather than making them safer.

An important thing to note and be aware of, from a cyclist's point of view these types of isolated bike paths are often used by cyclists to challenge themselves to see how fast they can go, and for how long. Cyclists and E-bikes can easily reach top speeds of 25 MPH and higher. Bikes traveling north bound at these speeds will unlikely want to slow down, and could blow across the street traffic at the top of Towers. This will increase the probability of accidents well over what you have today.

Good bike lanes generally have a useful destination and serve the purpose of separating and protecting the bikes from the cars. This fails on both counts. I believe BCHD's true and hidden intent is that once this bike path is widened they can then claim it as a fire access road. This will allow them to revert back to their original construction plans of building out all the way to their property line. The buildings hovering high above would be the worst-case scenario for the adjoining Torrance neighborhoods.

For these reasons, I oppose the project.

Regards,
Jeff Earnest

Moun, Brenda

From: kiyohisa wakabayashi <[REDACTED]>
Sent: Monday, November 7, 2022 1:28 PM
To: PWTraffic
Cc: tammytammysugar
Subject: RE: BCDH Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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Please verify sender before opening attachments or clicking on links.

Dear Torrance Traffic Commission:

I am sending this mail on behalf of my wife, Tamiko Wakabayashi. She can't write an email, because she is working at the moment. I have just talked with her over the phone.

She is also strongly against the proposed BCHD Bike Path on Flagler Ln. between Beryl St. & Diamond St.

Sincerely yours,

Kiyohisa Wakabayashi

Sent from [Mail](#) for Windows

From: [kiyohisa wakabayashi](#)
Sent: Monday, November 7, 2022 12:36 PM
To: PWTraffic@TorranceCA.Gov
Subject: BCDH Bike Path

Dear Torrance Traffic Commission:

I strongly oppose the proposed BCHD Bike Path on Flagler Ln. between Beryl St. & Diamond St. I am a 8 year resident of "[REDACTED], Torrance", just one block east of Flagler Ln. We don't need the proposed bike path at all, because we can easily walk or bicycle through the existing roadway.

There are many reasons such as:

1. It is unnecessary, because the existing road, sidewalks and alley are sufficient for both pedestrians and bikes.
2. It would increase bicycle & E-bicycle traffic along the Flagler Lane, and increase congestion & the danger to bicyclists at the intersection of Flagler Ln. and Diamond St.
3. It would be unhealthy, because noise and contaminants would be released into the air and our neighborhood from excavation, trucks building the retaining wall.

Torrance must not allow BCHD to proceed with this project in the city of Torrance.

Sincerely yours,

Kiyohisa Wakabayashi

Sent from Mail for Windows

Moun, Brenda

From: Deborah Beach <[REDACTED]>
Sent: Monday, November 7, 2022 1:30 PM
To: PWTraffic
Subject: BCHD Bike Path

Follow Up Flag: Follow up
Flag Status: Flagged

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NO on the BCHD bike path project.

I live at [REDACTED].
This is an additional burden of traffic on an already impacted neighborhood.
Just the small street project has created havoc.

Deborah J. Beach, DC, QME, DACBN

The information contained in this transmission may contain privileged and confidential information, including patient information protected by federal and state privacy laws. It is intended only for the use of the person(s) named above. If you are not the intended recipient, you are hereby notified that any review, dissemination, distribution, or duplication of this communication is strictly prohibited. If you are not the intended recipient, please contact the sender by reply email and destroy all copies of the original message.

Moun, Brenda

From: Linda Buck [REDACTED]
Sent: Monday, November 7, 2022 1:33 PM
To: PWTraffic
Cc: Finton, Steve; Bilezerian, Craig; SBBCPlus@gmail.com
Subject: Public Comment Item 7A

Follow Up Flag: Follow up
Flag Status: Flagged

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Please verify sender before opening attachments or clicking on links.

Torrance Traffic Commission,

I am writing this note as I would like to share my support of the Flagler Bike Lane Project. With the increase in E bikes, I welcome a safer route for both our students and community members. I often walk and run this corridor with my dog and do not feel entirely safe even though I have a big dog. There is no lighting in the area behind BCHD making it completely unsafe at night. Presently, this corridor is in great need of an upgrade so that it does not continue to be a dumping ground and resemble a hidden dark alley. The proposed project would provide a bike/pedestrian connection by adding a sidewalk and lighting, This would provide safety to the neighborhood while making it more comfortable for people walking, running and biking. I understand that this project is funded by Measure M, has been identified on the South Bay Bicycle Master plan, and will connect existing and proposed bike infrastructure. This will promote more active modes of transport and perhaps decrease people's reliance on their cars. This way, people can safely move around our community, getting to schools, the beach, and other amenities more easily. I also understand that this project is separate from BCHD Healthy Living Project. I believe that both projects would complement one another and enhance our community. I support both projects but totally understand that they are separate projects and should be viewed that way.

I write to you today in support Of the Flagler Bike Lane Project.

Thank you for your time in considering my opinion.

Respectfully submitted,

Linda Buck

Redondo Beach Resident

Moun, Brenda

From: Kenneth Yano [REDACTED]
Sent: Monday, November 7, 2022 1:33 PM
To: PWTraffic
Subject: BCHD bike path

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

I am adamantly opposed to the proposed bike path on Flagler Lane. It is a short street with a marked curve that leads into a quiet residential area. As a longtime Torrance resident, I see no need for widening this street or for adding a large, ugly retaining wall and lights that would shine into my neighbors' backyards and bedrooms. The street has functioned just fine for 50 years. I use it several times on most days and hardly ever see even one bicyclist. Why the sudden need for this bike path to nowhere.

I have seen the diagram of the proposed changes to the street and quite honestly I don't understand it. The diagram shows a ramp. What's that for? It has a strange area in the center marked by a divided yellow line. What is that? I don't see any signage specified and can only imagine how confusing to traffic this street will become. It certainly doesn't look like a safe design.

Please keep this Torrance street for the Torrance citizens who live here and use it every day — not for outside interests who don't have the interests of Torrance in mind. Thank you.

Susan Yano

[REDACTED]
Torrance, CA 90503

[Sent from the all new AOL app for iOS](#)