

In compliance with Governor Newsom's Executive Order N-29-20, which suspended portions of the Brown Act, Governor Newsom's Executive Order N-33-20 (Stay At Home Order issued March 19, 2020), and the County of Los Angeles Public Health Officer's Safer At Home Order (revised May 29, 2020), members of the Torrance Traffic Commission and staff will participate in this public meeting via teleconference or other electronic means in our continuing effort to practice social distancing to reduce the spread of COVID-19.

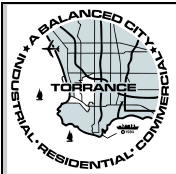
MEMBERS OF THE PUBLIC MAY VIEW AND PARTICIPATE IN THE MEETING via Zoom by using the following link or calling-in with the phone number listed below:

<https://bit.ly/3kVcVBa>

Or Telephone: Dial 1-669-900-9128

Webinar ID: 987 4942 0547

Passcode: 147984



## TRAFFIC COMMISSION

The Traffic Commission meets the first Monday of each month at 7:00 p.m. All meetings are open to the public via teleconference.

The Traffic Commission is an advisory body to the City Council. Actions of the Public Works Director or Traffic Commission may be appealed by the applicant, City Council, City Manager, or other interested parties by filing a written notice of appeal along with the City Clerk within 15 days of the action.

Staff reports are available for review at the Civic Center Main Library and the City Clerk's office. Questions or concerns may be directed to Steve Finton, Interim Deputy Public Works Director/ City Engineer, at 310-781-6900. Agendas and minutes are posted on the City of Torrance Home Page at [www.TorranceCA.Gov/TrafficCommission](http://www.TorranceCA.Gov/TrafficCommission)

In compliance with the Americans with Disabilities Act, if special assistance is needed to participate in this meeting, please call 310-781-6900. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

### HOURS OF OPERATION

Monday through Friday from  
7:30 a.m. to 5:30 p.m.

Offices are closed alternate Fridays.

City Hall will be closed  
Friday February 12, 2021  
Friday February 26, 2021

## TRAFFIC COMMISSION

MONDAY, FEBRUARY 1, 2021

7:00 P.M.

VIA TELECONFERENCE OR OTHER ELECTRONIC MEANS

TRAFFIC COMMISSION MAY TAKE ACTION  
ON ANY ITEM LISTED ON THE AGENDA

\*\*\*\*\*

1. CALL TO ORDER
2. FLAG SALUTE
3. ROLL CALL
4. MOTION TO ACCEPT AND FILE REPORT ON POSTING OF AGENDA
5. APPROVAL OF MINUTES: DECEMBER 7, 2020
6. ORAL COMMUNICATIONS #1  
(Limited to 30 minutes)
7. ITEMS UNDER CONSIDERATION
  - a. Recommendation to Convert Flagler Lane to One-Way Northbound Only from Beryl Steet to Towers Street for a Temporary Trial Period
8. ORAL COMMUNICATIONS #2
9. ADJOURNMENT

ROLL CALL: Farao\_\_\_Habel\_\_\_, Kosidlak (Vice Chair)\_\_\_, Obejas \_\_\_, Suruki\_\_\_, Thomas (Chair)\_\_\_, and Zander\_\_\_

**MINUTES OF A REGULAR MEETING OF  
THE TORRANCE TRAFFIC COMMISSION**

**1. CALL TO ORDER**

The Torrance Traffic Commission convened in a meeting via teleconference or other electronic means at 7:00 p.m. on Monday, December 7, 2020.

**2. SALUTE TO THE FLAG**

Commissioner Suruki led the Pledge of Allegiance.

**3. ROLL CALL**

Present: Commissioners Farao, Habel, Kosidlak, Obejas, Suruki, Zander, and Chairperson Thomas.

Absent: None.

Also Present: Engineering Manager Finton and Associate Engineer Lotus.

**4. AFFIDAVIT OF POSTING**

**MOTION:** Commissioner Habel moved to accept and file the report of the City Clerk on the posting of the agenda for this meeting. Commissioner Suruki seconded the motion; a roll call vote reflected unanimous approval.

**5. APPROVAL OF MINUTES: NOVEMBER 2, 2020**

**MOTION:** Commissioner Suruki moved to approve the Traffic Commission meeting minutes of November 2, 2020 as submitted. Commissioner Habel seconded the motion; a roll call vote reflected unanimous approval.

**6. ORAL COMMUNICATIONS #1**

Chairperson Thomas explained the policies and procedures of the Traffic Commission, including the right to appeal decisions to City Council. He called attention to supplemental correspondence regarding Item 7a received after agenda packets were prepared.

A member of the public spoke.

**7. ITEMS UNDER CONSIDERATION**

**7a. THIRD DISCUSSION OF TRAFFIC CONDITIONS IN PACIFIC SOUTH BAY NEIGHBORHOOD FOCUSING ON FLAGLER LANE, TOWERS STREET, AND REDBEAM AVENUE, AND POTENTIAL ACCESS MODIFICATIONS FROM FLAGLER LANE**

Engineering Manager Finton presented background on the item, continued from the March 2 and October 5, 2020 Traffic Commission meetings. He stated proposals include the blocking of Flagler Lane completely, leaving it as it is, or converting Flagler Lane to one-way

either way to reduce cut-through traffic. He noted the City would be taking traffic counts and performing license plate surveys to determine the extent of cut-through traffic in the neighborhood. He stated that the City would like to know what affected residents think about possible access changes before staff begins further traffic analysis, and he recommended the Commission obtain public input. He advised there will be another Commission meeting on this item.

Members of the public spoke.

Members of the Commission spoke. Commissioner Kosidlak suggested adding Halison Street to the license plate survey and Commissioner Obejas recommended revisiting speed humps as a traffic calming measure.

**8. ORAL COMMUNICATIONS #2**

A member of the public spoke.

Members of the Commission spoke.

Engineering Manager Finton provided an update on the Sleepy Hollow holiday lights neighborhood.

**9. ADJOURNMENT**

At 8:51 p.m., Chairperson Thomas adjourned the meeting to January 4, 2021 at 7:00 p.m. and, hearing no objection, so ordered.

###

**Agenda Item No. 7a**

TO: Traffic Commission

FROM: Craig Bilezerian, Public Works Director

SUBJECT: Recommendation to Convert Flagler Lane to One-Way Northbound Only from Beryl Street to Towers Street for a Temporary Trial Period.

**RECOMMENDATION**

The Public Works Director recommends that the Traffic Commission approve conversion of Flagler Lane to one-way northbound only from Beryl Street to Towers Street for a temporary trial period.

**BACKGROUND**

The Pacific South Bay Neighborhood is a single family residential neighborhood located in west Torrance – west of Entradero Park and east of Prospect Avenue between Beryl Street and Del Amo Boulevard. Redbeam Avenue, Flagler Lane, and Towers Street serve as a neighborhood collector due to the direct connection from Beryl Street to Del Amo Boulevard.

Flagler Lane was originally intended to be extended through to the intersection of Prospect Avenue and Diamond Avenue. That plan, however, was blocked by Redondo Beach residents decades ago resulting in Flagler Lane traffic being directed onto Towers Street. Residents of this neighborhood have requested that the City take measures to mitigate cut-through traffic and speeding in the neighborhood and staff responded by installing additional stop signs and striping at several intersections in the neighborhood. Cut-through traffic, however, continues to exist in the neighborhood and staff continues to consider measures to address it. To that end, the Traffic Commission took public input on this issue on three occasions: March 2, 2020, October 5, 2020 and December 7, 2020 as described below. At each meeting, residents were requested to provide input on possible modifications to access to the neighborhood from Flagler Lane. Access modifications could consist of blocking Flagler Lane completely or converting Flagler Lane to one-way either way. Any access change would reduce cut-through traffic significantly, however, each modification alternative has distinct pros and cons.

**March 2, 2020 Traffic Commission Meeting**

Twenty residents spoke at this meeting. Five speakers were in favor of converting Flagler Lane into a one-way street northbound, ten supported full street closure, one opposed closure, and five expressed other sentiments. An informal poll of those in attendance of the meeting was taken. Twelve people preferred changing Flagler Lane into one-way street northbound. No one was in favor of converting Flagler Lane to one-way southbound. More than forty people were in favor of full closure of Flagler Lane to prevent any traffic from entering or existing the neighborhood from Beryl Street. At the meeting, it was announced that a second discussion would be held at a later date to allow residents to resubmit email comments lost during a City computer incident that occurred immediately before the meeting.

October 5, 2020 Traffic Commission Meeting

On October 5, 2020, the Traffic Commission held a second meeting via teleconference (Zoom) to take additional public input. This meeting would have been held earlier, however, public meeting restrictions caused by the COVID-19 pandemic caused the cancellation of Traffic Commission meetings until this date. At the meeting, a total of 24 residents joined the Zoom meeting. The majority of them spoke: 15 people supported full closure of Flagler Ln at Beryl St; 3 supported northbound one-way only on Flagler Lane from Towers Street to Beryl Street; and 4 had other comments.

December 7, 2020 Traffic Commission Meeting

On December 7, 2020, the Traffic Commission held a third meeting via teleconference related to this issue. The purpose of the meeting was to reach out to residents in a broader area that may be impacted by access changes at Flagler Lane. The notice of this meeting was issued to members of the West Torrance Home Owner’s Association (WTHOA) via that organization’s email directory. The WTHOA area is bounded by 190<sup>th</sup> St, Hawthorne Blvd, Del Amo Blvd, and west City limits and includes the Pacific South Bay neighborhood as well. At the meeting, 25 residents provided comment. Eight (8) were in favor of closing Flagler Lane at Beryl Street and 17 were opposed. Those opposed lived predominantly on Ronald Avenue and indicated that it would be more difficult to access the shopping center at Beryl Street and Prospect Avenue (Vons Shopping Center) and traffic circulation would change in the neighborhood. Several residents were critical of the notification method used for this meeting.

**ANALYSIS**

In December, the City took traffic counts and performed a license plate survey to determine the extent of traffic cutting through in the neighborhood. The data was collected at four locations during the two-hour AM and PM peak period, 7:30 am to 9:30 am and 4:00 pm to 6:00 pm, respectively. The four survey locations were (1) Beryl St/ Flagler Ln, (2) Redbeam Ave/ Del Amo Blvd, (3) Wayne Ave/ Del Amo Blvd, and (4) Entradero Ave/ Del Amo Blvd. The last three digits of the license plate number was recorded for every vehicle entering and exiting the neighborhood at each location. Vehicles that entered from Flagler Lane and exited onto Del Amo Blvd or the reverse within 15 minutes were considered cut-through traffic. See Cut Through Traffic Analysis (Attachment 4). The data shows that cut-through traffic was highest between Beryl St/ Flagler Ln and Redbeam Ave/ Del Amo Blvd as follows:

Beryl St/Flagler Ln ← → Redbeam Av/ Del Amo BI	AM	PM
Northbound Cut-Through Traffic	28 of 59 <b>47%</b>	43 of 138 <b>31%</b>
Southbound Cut-through Traffic	40 of 98 <b>41%</b>	54 of 176 <b>31%</b>

Please note that vehicle trips beginning or ending in the neighborhood are not considered cut-through trips. For example, trips beginning or ending on Ronald Avenue or any other residential street in the neighborhood are not considered cut-through trips. It should also be noted that traffic volumes have been significantly reduced by the current Covid-19 pandemic and the lack of in-person school instruction. Although traffic volumes are decreased, the proportion of cut-through traffic is valid for use in this discussion.

In an effort to address the reported and observed issues related to southbound traffic, Staff is recommending that traffic be restricted to northbound only on Flagler Lane from Beryl Street to Towers Street for a three-week trial period. Doing so would allow staff and residents to experience the change and allow staff to gather traffic data to evaluate effects. During the trial period, northbound traffic would continue to flow as is does today. Southbound traffic, however, would not be permitted to enter the neighborhood through Flagler Lane requiring that alternate southbound routes be used. Vehicles currently cutting through the neighborhood in the southbound direction would likely use alternative routes to access Del

Amo Blvd such as Prospect Avenue to the west or Anza Avenue or Entradero Avenue to the east. Vehicle trips originating in the neighborhood destined to the Vons Shopping Center or other destinations to the north could drive northbound through Flagler Lane as they do today; however, the return trip would be required to use alternative routes such as Prospect Avenue to Del Amo then into the neighborhood or Beryl Street to 190<sup>th</sup> Street to Entradero Avenue and then into the neighborhood.

The northbound only restriction would achieve the following:

1. Reduce traffic volumes in the neighborhood by 45% and 61% in the AM and PM peak periods respectively.
2. Reduce traffic conflicts and collisions caused by downhill vehicle speeds on Towers Street between Flagler Lane and Redbeam Avenue.
3. Allow direct northbound traffic access to the Vons Shopping Center.
4. Accommodate clockwise student drop-off circulation for Towers Elementary School.

Implementation of the trial one-way restriction would require development of a traffic control plan and the placement of traffic control devices according to the plan. Barricades, signs and delineators would be placed in the City of Redondo Beach and the City of Torrance. The plan would be developed and vetted through both cities if the Traffic Commission directs staff to proceed with the trial. City crews would place the devices and remove them at the conclusion of the trial. It is estimated that the trial would commence approximately two months after Traffic Commission approval. This would allow time for the traffic plans to be prepared and permits to be secured from the City of Redondo Beach. A traffic counting company would also need to be hired to take traffic counts before and during the trial. Staff is recommending a three-week trial period; however, Staff may be required to shorten or extend the trial period as needed for public safety or to secure sufficient traffic data for future consideration.

A public notice (Attachment 2) was mailed to 710 parcels notifying residents of tonight's meeting and encouraging attendance and input. The public notification area is shown in Attachment 3. Email correspondence related to this issue received after the December 7, 2020 Traffic Commission and before the posting of tonight's Traffic Commission agenda are attached as Attachment 5

Respectfully submitted,

CRAIG BILEZERIAN  
PUBLIC WORKS DIRECTOR

By   
Steve Finton  
Interim Deputy Public Works Director/  
City Engineer

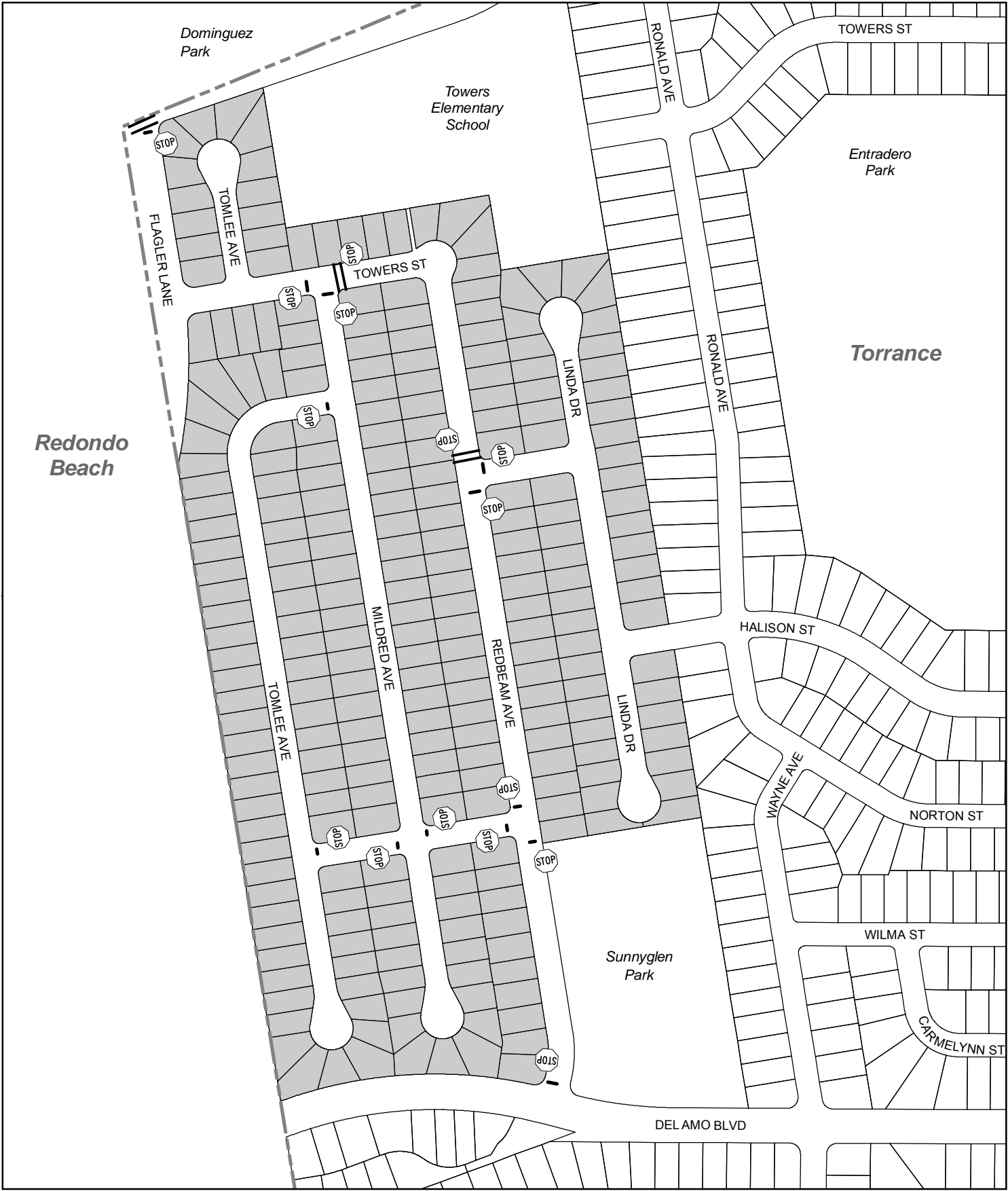
Attachment 1: Existing Condition



Attachment 2: Public Notice

Attachment 3: Notification Area

Attachment 4: Cut-Through Traffic Analysis

Attachment 5: Public Comment Received from December 7, 2020 to January 28, 2021



-  EXISTING STOP SIGN
-  EXISTING PEDESTRIAN CROSSWALK

### Existing Condition Map



# FOURTH DISCUSSION OF TRAFFIC CONDITIONS IN PACIFIC SOUTH BAY NEIGHBORHOOD



CITY OF TORRANCE

## NOTICE OF TRAFFIC COMMISSION MEETING

Fourth Discussion of Traffic Conditions in Pacific South Bay Neighborhood  
focusing on Flagler Lane, Towers Street and Redbeam Avenue

**Monday, February 1, 2021 at 7:00 p.m.**

Via Teleconference (Zoom Meeting)

Access details will be posted on January 28, 2021 in the Agenda  
on Traffic Commission website at:

[www.TorranceCA.Gov/2021TrafficCommission](http://www.TorranceCA.Gov/2021TrafficCommission)

To join Zoom meeting: <https://bit.ly/3kVcVBa>

On **Monday, February 1, 2021 at 7:00 p.m.**, the Torrance Traffic Commission will hold a fourth discussion regarding traffic conditions in the Pacific South Bay neighborhood focusing on Flagler Lane, Towers Street, Redbeam Avenue. At this meeting, the Commission will consider a staff recommendation to restrict Flagler Lane to 1-way northbound only from Beryl Street to Towers Street for a 3-week trial period. If approved by the Commission, the restriction would be implemented and then removed after the trial period with Flagler Lane restored to pre-existing condition. Staff would monitor traffic conditions during the trial period and would return to the Traffic Commission for consideration of possible future actions.

The full agenda and staff report will be posted on January 28, 2021 at [www.TorranceCA.Gov/2021TrafficCommission](http://www.TorranceCA.Gov/2021TrafficCommission). We invite you to attend the Traffic Commission meeting via teleconference (Zoom Meeting) using the link provided above. You can provide your input at the teleconference or you may email your comments to: [PWTraffic@TorranceCA.Gov](mailto:PWTraffic@TorranceCA.Gov)

For questions, please contact Ms. Angel Lotus, Associate Engineer in the Engineering Division of the Public Works Department at 310-781-6900.

### CITY COUNCIL

Mayor

Patrick J. Furey

### **For questions or information, please contact the following:**

#### **Public Works Department**

Angel Lotus at 310-781-6900

Heidi Ann Ashcraft

George K. Chen

Tim Goodrich

Mike Griffiths

Sharon Kalani

Aurelio Mattucci

Rebecca Poirier

City Clerk

Dana Cortez

City Treasurer

#### **PUBLIC WORKS DEPARTMENT**

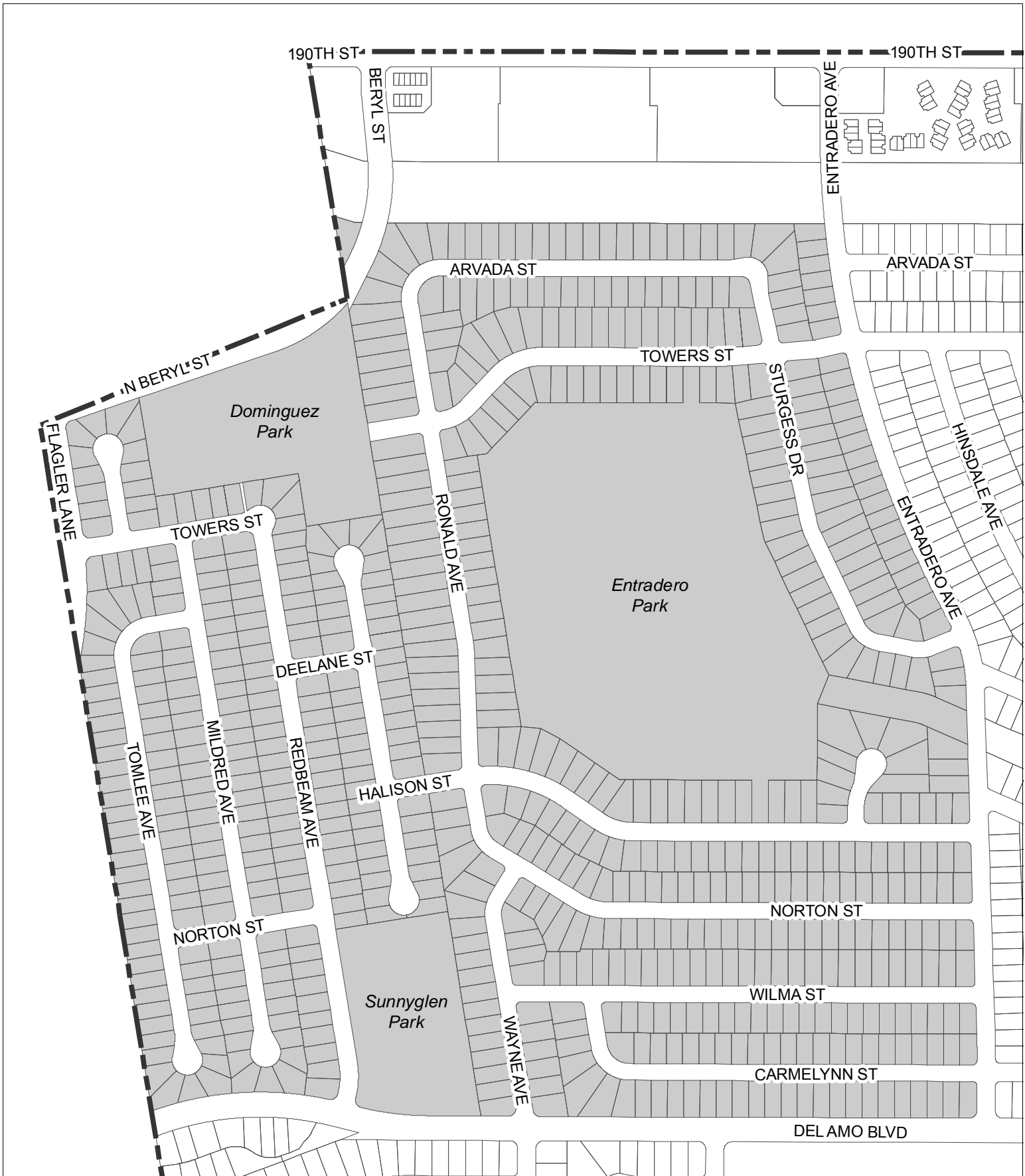
20500 Madrona Ave., Torrance, CA 90503

[www.TorranceCA.Gov](http://www.TorranceCA.Gov)

Aram Chaparyan

City Manager





Notified Parcel

Notification Area





### Cut-Through Traffic Analysis

LOCATION OF LICENSE PLATE SURVEY		CUT-THROUGH TRAFFIC			
IN	OUT	AM*		PM*	
① Beryl St & Flagler Ln	② Redbeam Ave & Del Amo Blvd	40/98	41%	54/176	31%
① Beryl St & Flagler Ln	③ Wayne Ave & Del Amo Blvd	4/98	4%	3/176	2%
① Beryl St & Flagler Ln	④ Entradero Ave & Del Amo Blvd	3/98	3%	5/176	3%
② Redbeam Ave & Del Amo Blvd	① Beryl St & Flagler Ln	28/59	47%	43/138	31%
③ Wayne Ave & Del Amo Blvd	① Beryl St & Flagler Ln	2/28	7%	2/54	4%
④ Entradero Ave & Del Amo Blvd	① Beryl St & Flagler Ln	4/137	3%	4/234	2%

\*AM = 7:30am - 9:30am; PM = 4:00pm - 6:00pm

# **ATTACHMENT 5**

# Pacific South Bay Neighborhood Traffic Problems

Ann Cheung [REDACTED]

Mon 12/7/2020 5:33 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

Cc: [REDACTED]

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

Lady and Gentlemen,

My name is Ann Cheung and I am a PSB resident. I have read some of my neighbors' comments submitted to you for the meeting this evening, December 7, 2020. I agree and share the comments/opinions presented. My proposals to mitigate the traffic problems are the following:

- Option 1 - Total closure of Flagler Lane at Beryl. My preferred option, this option gives the best protection to the community.
- Option 2 - Closure of Flagler Lane to southbound traffic, making Flagler Lane a one-way street. This option will reduce traffic and accommodate the first responders' access to the community if necessary. There should be no south bound traffic into the PSB community (especially BCHD's HLC project related traffic) and no parking allowed.

I will also use this opportunity to ask Torrance Public Works to maintain Flagler Alley (has been no man's land). The north (Beryl) and south (Del Amo) borders of PSB are in good shape but Flagler Alley needs attention. That is why we have visits from the homeless and recently graffiti graced our walls in the alley. If I were shopping for a home, I would pay attention not only to the property but its surroundings as well. The Pacific South Bay is too nice a community for the City to neglect. Thank you for listening.

Respectfully,  
*Ann Cheung*  
*Torrance*

# Public Comments for 7. ITEMS UNDER CONSIDERATION a. Third Discussion of Traffic Conditions in Pacific South Bay Neighborhood

A W [REDACTED]

Mon 12/7/2020 5:57 PM

To:PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

Dec. 7, 2020

Dear Torrance Traffic Commission,

As a resident in the Pacific South Bay tract in Torrance, it is clear that traffic is a safety issue as Towers St. is a thoroughfare entering the neighborhood via Flagler Lane. In fact hte traffic has yet to be addressed using conventional methods e.g., a speed monitoring station, prominent signage in the area around the turn, crossing guards during school day start and stop (when school is back in physical session), and lower-edge speed bumps to name a few. These are steps that can and should be implemented now.

We must address the overall threat to the PSB neighborhood and West Torrance at large - the massive BCHD proposed development and their plan to use Flagler as a service entrance. Any considered closure of Flagler at Beryl must not include giving access to the BCHD for a curb cut for ingress or egress. Torrance should also not provide them access for any future potential construction use.

They must take into account unintended consequences from the Beach Cities Health District's proposed plan. If any closure is considered, Flagler as a one-way going North, with closure at Beryl and Flagler, and with no access given to the BCHD for any other alternative such as an egress only, could be a solution. In all cases, Torrance must deny any access to Flagler Lane for any purpose.

Thank you,

Ann Wolfson

---

# Closing Flagler Lane at Towers Street Torrance

Barbara Kiyokane [REDACTED]

Mon 12/7/2020 7:18 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

To Whom It May Concern:

We are in favor of total closure of Towers Street access to Flagler Lane.

Phil and Barbara Kiyokane

# Fwd: Closing Flagler Lane at Towers Street Torrance

Barbara Kiyokane [REDACTED]

Tue 12/8/2020 7:23 AM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

Sorry, let me clarify. We are in support of closing Flagler Lane at Beryl Street, or south of the proposed BCHD access on Flagler.

Phil and Barbara Kiyokane

----- Forwarded message -----

From: **Barbara Kiyokane** [REDACTED]  
Date: Mon, Dec 7, 2020 at 7:18 PM  
Subject: Closing Flagler Lane at Towers Street Torrance  
To: <[PWTraffic@torranceca.gov](mailto:PWTraffic@torranceca.gov)>

To Whom It May Concern:

We are in favor of total closure of Towers Street access to Flagler Lane.

Phil and Barbara Kiyokane

# Fwd: Important Information for Traffic Commission Meeting - Dec. 7

Brandon Daum [REDACTED]

Mon 12/7/2020 7:31 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

Forwarding my note from yesterday to this email address based on the comments from the commissioner on this call right now.

Thanks,  
Brandon

Sent from my iPhone

Begin forwarded message:

**From:** Brandon Daum [REDACTED]  
**Date:** December 6, 2020 at 4:36:59 PM PST  
**To:** [REDACTED]  
**Subject:** Important Information for Traffic Commission Meeting - Dec. 7

Hi Angel,

It is my understanding that we have another traffic commission meeting on Monday, 12/7. In preparation for this meeting, I wanted to provide some written input since I expressed my concerns verbally during the last zoom meeting.

My Address: [REDACTED] (corner of Redbeam and Towers)  
Residents @ this address: [REDACTED]

We have lived here for 14 months and are directly impacted by the cut through traffic from Del Amo Blvd. and Flagler Ln. Key observations, concerns, and recommendation listed below.

1. Speeding around the blind curve daily
2. Have witnessed 2 accidents in the past 14 months (one was a hit and run)
3. Failure to obey stop sign (where there is a pedestrian crosswalk)
4. Major safety concern for pedestrians, bicyclists, skateboarders, roller bladers
5. Still used as a common cut through even during COVID-19
6. Safety concern for kids, especially when Towers Elementary is in session

RECOMMENDATION: For Safety Reasons Flagler Lane needs to be closed at Beryl

I would also encourage that you weight the opinions of homeowners on Redbeam and Towers more heavily than the homes on fringe streets, as these homeowners see the dangers and experience the activity on a daily basis.

Thanks for your time and consideration in this matter,

Brandon Daum  
[REDACTED]





# NO to closing Flagler lane at Beryl

Brian Onizuka [REDACTED]

Mon 12/7/2020 7:46 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

To whom it may concern,

I first want to express my astonishment and disappointment with the city of Torrance, about The lack of communication and transparency to the residents most affected by this. I can only conclude by the lack of communication that you are inadequately unable to fully communicate with the city residents of Torrance and you are out of touch or to your being deceitful and hiding the fact that you were trying to push this development without the consent of the residence in affected area. Either way you are unqualified and as a tax paying resident of Torrance, I am disappointed.

I was only made aware of this intent for closing Flagler by a very involved and active resident, Which shouldn't be the case. The city of Torrance should of been able to send flyers to local affected resident to obtain proper feedback.

On to the issue at hand. Closing Flagler in any capacity (full closer, smaller lanes, reducing lanes) is and will be a disaster for local residents that live here. Traffic during regular school hours is unbearable. As a resident of [REDACTED] Towers street I experience this every time I try to pull out of my driveway during the school season. If you close Flagler it will only increase traffic and redirect it on towers street. This is a mistake and will further impact traffic on Towers St. Flagler is also a critical street for local residents who use it daily.

I implore anyone who is thinking about this to first reach out to local affected residents and gather qualitative and quantitative data. You will see how bad of an idea this is. You will also realize the impact it will have on the quality of life for the local residents.

Here's an idea: why don't you allocate the money/funding for the terrible Flagler project and use it to improve the old rusty playground equipment at Entradero Park.

Regards  
Torrance Resident

# December 7, 2020 Torrance Traffic Commission Meeting; For Inclusion in Its Entirety in the Record

Residents Against Overdevelopment [REDACTED]

Mon 12/7/2020 5:42 PM

To: [REDACTED]

PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

Please verify sender before opening attachments or clicking on links.

To the Torrance Traffic Commission:

We purchased a home in the PSB in 1999. My wife and I raised our sons here and we used to walk them to Towers Elementary school every day. I can't imagine how much harder that must be for parents doing that today. Stepping into the street is a lot more dangerous today because the traffic has increased significantly and the drivers are oftentimes distracted. The motorists routinely speed and ignore the traffic signs. It needs to be addressed.

My wife and I share the concerns being raised by other households wholeheartedly but we don't see how the TTC can act without understanding the BCHD's traffic proposals and in that regard we would urge the TTC to include whatever additional data found upon the release of the BCHD DEIR before finalizing any investigation into this issue. If any access is given to the BCHD for the HLC it will only compound the problem and make it more dangerous. As to any discussion regarding the HLC, we urge Torrance to deny BCHD access to Flagler Ave and to the hillside for any purpose. Additionally **Any** options or recommendations made by this Commission which propose to make **any type** of change in the use in Flagler Lane, the hillside and the barricade at Flagler Alley should be subject to each, every, and all ordinary and usual processes employed by the City of Torrance in considering traffic pattern modifications.

Thank you,  
Brian Wolfson

--

Torrance Redondo Against Overdevelopment  
[REDACTED]

# RE: Torrance Traffic Commission; December 7 Meeting; Public Comment

[REDACTED]

Mon 12/7/2020 1:52 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

Cc: [REDACTED]

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

Torrance Traffic Commission

December 7, 2020

### **Re: Partial Closure of Flagler Lane**

Two of the proposals likely to be discussed at tonight's Traffic Commission meeting will be a Full Closure of Flagler Lane and the Partial Closure of Flagler Lane (one way traffic) at Beryl. Both proposals have pros and cons but to do neither by caving to the convenience of people who are not being subjected to the daily dangers from our cut through traffic and the likelihood of a tragic occurrence from this dangerous condition is the equivalent of abandoning the Pacific South Bay.

However, if a decision is ultimately made to have a Partial closure of Flagler Lane at Beryl to prohibit south bound vehicles entering the PSB, I suggest a potential development of the Flagler Lane roadway that would achieve **at least seven goals** of particular concern to many of the PSB residents and users of our roadways.

Create a one way road on Flagler, permitting travel north on the east side of the present Flagler Lane from Towers toward Beryl. On the west side of the current Flagler Lane create a Class I two-lane bike lane separated by a concrete curb which permits safe bicycle travel from the Class II bike path on Flagler Lane in Redondo Beach, through Flagler Lane in Torrance, and on to a Class I bike lane through Flagler Alley to the Diamond cul de sac in Redondo Beach. Retain/upgrade the existing pedestrian sidewalks on both Flagler Lane and Alley. It is likely that the Beach Cities Health District would fund all or a major portion of this project with the \$1.8 million they have secured with a grant. I am informed by Tom Bakaly, BCHD CEO that they are desirous of installing a Class I bike lane and pedestrian path through Flagler Lane and Alley, in a development unrelated to the proposed Healthy Living Campus Project which is such a concern to Torrance residents.

My proposal will address the seven concerns that have been voiced by various neighbors at meetings I have attended recently. (1) It will provide PSB residents with a convenient route going north to Vons, (2) There will be an emergency exit in the event of an earthquake or a major gas leak at the Torrance refinery, (3) It will make the PSB a little safer by eliminating cut through traffic speeding down around blind curves from Towers to Redbeam and throughout our streets, (4) It will give both cyclists and pedestrians a very safe way to transit both Flagler Lane and Alley, (5) It will eliminate any parking on Flagler Lane currently used by transients and other non-residents, (6) It will permanently preclude BCHD from using Flagler Lane for employee/visitor parking, vehicle entrances/exits, and PACE drop off/pick up, and (7) Assuming BCHD uses Beryl for vehicle exits and PACE drop and pickup access points, it will preclude their traffic from conveniently turning right into our neighborhood to go south to Del Amo.

Bruce and Teresa Steele

[REDACTED]

Torrance

# West Torrance traffic concerns

Carl Paquette [REDACTED]

Tue 12/8/2020 5:12 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

re: Traffic Commission meeting 12/07/2020

We attended the Zoom Traffic Commission meeting last night and were amused at some of the comments from our neighbors on Ronald Avenue.

Time-and-again they would say that closing Flagler at Beryl would increase cut-through traffic on Ronald that would affect their health and safety.

They also kept saying that it would cut off their access to Beryl and Vons which means they are coming through our tract.

Seems it's okay for them to cut through our neighborhood but not to cause traffic to cut through theirs. If you are inconvenienced its okay but if I am it's not. 🙄

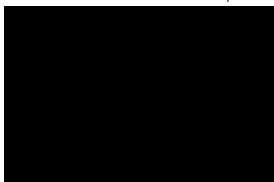
Just for the record, we're not sure we want Flagler/Beryl closed. We're the fourth house from the corner from Flagler & Towers and see cars speeding up and down Towers as people come through the tract. We do sympathize with the people at Towers & Redbeam because people do make that turn at high speeds and we can see the danger they face. Backing out of our driveway we have to be really careful because people come flying around the corner from Beryl. That said, we too hate giving up my easy access to Beryl/190th/Vons.

We would suggest that, if a change is made, it be done on a temporary basis to test the effect on traffic patterns and try the three different pattern changes.

We would also like to express our deep gratitude for the attention the commission has given to these concerns.

Thank you.

Carl & Genevieve Paquette



# Pacific South Bay Flagler/Tower/Redbeam cut through

Cecilia Raju [REDACTED]

Mon 12/7/2020 3:45 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

To whom it may concern,

I am a resident on Redbeam avenue in the Pacific South Bay neighborhood of Torrance, and ever since we moved here in 2017, I have been dismayed at the amount of cut-through traffic that occurs on my street . Even now, during the pandemic when we are supposedly safer at home and kids are attending school from home with lots of parents working from home, the amount of cars cutting through has not decreased significantly. Which means once the pandemic is over, there will be even more traffic on our residential neighborhood street. What's even more alarming is news of the Beach Cities Health District looking to build their monstrous assisted living facility on the corner of Flagler and Beryl. We cannot allow BCHD to have use of/access to Flagler or any other part of Torrance in that area. This will be a tremendous burden on the nearby residents, many of whom are from Torrance, and the amount of congestion and pollution as a result will be disastrous. Because of all these reasons, and despite some inconvenience it may cause me and my family, I respectfully ask that Flagler Lane be closed off at Beryl.

Thank you for your time,  
Cecilia Raju  
[REDACTED]

# Pacific So Bay

Dana Thayer [REDACTED]

Mon 12/7/2020 5:53 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Concerning traffic on Flagler, Towers and Redbeam. We live on Wayne Ave and anything you do to Redbeam will effect us even more than the traffic light did. I like the idea of one way Flagler going north but if you close off Redbeam they will all go to Wayne Ave. Pre- pandemic the traffic is horrible on Wayne as it is. School (Towers) let out, after work traffic and West High , Bert Lynn all come up our street as a result of the traffic light put up on Del Amo and Wayne several years ago. I've lived here 30 years and the traffic on our street has become unbearable, too.

Kind Regards,  
Dana Thayer  
[REDACTED]

Sent from my iPhone

# Flagler Ln Monday meeting

Frank Briganti [REDACTED]

Mon 12/7/2020 4:21 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Hi, to bring u up to date. 1. Just found out there was a survey by someone on Redbeam We ( 200 homes)were not aware of and did not participate !

2. Living here on Tomlee for over 50 yrs, traffic did not backup on Redbeam exiting on Del Amo. There were more cars on the street do to the cut through frm Beryl (RD) not frm the home owners here!!

3. Repeat we home owners only -have been affected who live on:Linda,Redbeam, Towers,Mildred & Tomlee avenues

This is the PSB area (WEST & not (EAST -WTHOA-area). the PSB West area will have to go out on Redbeam which is no problem!

The EAST -WTHOA - has not been affected by any of the problems that have been addressed!

We hope there has not been any undue influence by the EAST area( WTHOA) on the TTC!!

We have the Problems not the EAST -WTHOA!!-homeless. Garbage , illegal over night parking, noise, health and safety issues, safe walking!!!

We will be the only homes having the problems with the BCHD 15yr Project! Not the EAST (WTHOA)area !!

\*\*\*\*\*Again Flagler Ln must be CLOSED at Beryl.\*\*\*

\*\*\* in fact BCHD (RD)has been intruding on TORRANCE PROPERTY -FLAGLER Ln by as much as 10 feet for a number years\*\*\*

Thanks again for listening, Dr Frank Briganti [REDACTED] Torr

Sent from my iPad



# TCC Monday meeting RE: Flagler Ln

Frank Briganti [REDACTED]

Thu 12/10/2020 3:09 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

WARNING: External e-mail

Please verify sender before opening attachments or clicking on links.

Hi. 1. You have done a good job it was wrong how the Ronald group dumped on you! \*They had several months to speak out, but now out of nowhere they show up as a Group?(WTHOA) to make an issue. \*They have no idea or care about our PSB( Linda, Redbeam, Mildred, Tomlee, & Towers) group's problems :traffic accidents, speeding, stop sign & speeding violations, Towers school crosswalk and others violations., cut through traffic both ways all day.  
\*They put 3-5 min for their inconvenience to go to Von's over our problems & Safety!!  
\* Come to find out by their voices they are contributing to our Problems. Ex. Their cut through route to Von's + -is Ronald via Halison to Linda to Redbeam to Towers to Flagler!!! Von's will have no problem with our suggestions!( I know the Manager).  
\*NO mention about the : homeless(transients) illegal parking(overnight),garbage, filth, pedestrian walking danger ,Safety ,etc!!  
Not Ronald's groups concern or problem!!  
\* there will be No back up issue at Redbeam and Del Amo, since we have eliminated the non resident cut through.( far less cars and has nothing to do with Ronald)  
\* Ronald group can exit out on Wayne to Del Amo. They should not be on Redbeam.  
\*\*\*\* Question: Maybe If we were to post at Redbeam/Del Amo and Beryl/Flagler/Towers.  
NO Non residents cut through all day, Residential Entrance ONLY.  
No Parking or stopping on Flagler Ln. for a trial period . Question could this be strongly enforced(tickets/fines) but with today's denial of the Rule of Law.. It possibility would not work.  
Therefore the. Only answer is to Close FlaglerLn at Beryl!!!!

Thanks Dr. F. Briganti [REDACTED] Dec 10,20  
Sent from my iPad

# Re: Traffic Concerns in the Pacific South Bay neighborhood

Glen and Nancy Yokoe [REDACTED]

Mon 12/7/2020 6:27 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

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For the Public Record

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**From:** Glen and Nancy Yokoe

**Sent:** Monday, December 7, 2020 4:02 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Traffic Concerns in the Pacific South Bay neighborhood

Dear Ms. Lotus,

Being unsure if my previous e-mail, dated October 2nd, was received by the Traffic Commission, I am re-submitting my concerns about traffic issues in our neighborhood, now and in the immediate future.

As previously mentioned, we are 43-year residents at the northmost end of Tomlee Ave., and are actively involved with TRAO (Torrance Redondo Against Overdevelopment) opposing BCHD's proposed Heathy Living Campus (HLC), a massive, incompatibly designed, primarily assisted living facility looming over our community. Although not serving Torrance, it's proximity and incursion poses many problems for PSB neighborhood residents.

One of many issues brought up by affected residents to the BCHD Board of Directors is increased traffic. Traffic concerns already existing here (PSB) will be dangerously amplified by increased traffic and parking during demolition, removal of debris, heavy truck traffic, construction and finally the use of the HLC by its employees, visitors and caretakers. Currently, non-resident drivers use the PSB streets of Flagler, Towers, Mildred, and Redbeam as their shortcut to and from Beryl on the north and Del Amo Blvd on the south. On a few occasions we have seen Tractor-trailer rigs use Flagler, Towers, and Redbeam as a thoroughfare.

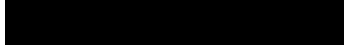
Speed and inattentiveness by non-resident drivers is not uncommon. Two 90-degree blind turns are often taken without regard to safe speed and more importantly to children, bicyclists and pedestrians, just around the bends at Flagler & Towers, and again at Towers and Redbeam. The stop sign at Mildred is often missed or ignored, student drop off and pick up at Towers/Redbeam is potentially dangerous, and for those of us on the [REDACTED] Tomlee Avenue, exiting on to Towers can be problematic depending on drivers taking the curve from Flagler onto Towers.

We therefore favor an accurate traffic study, taking into account current pandemically incurred less worker traffic and school closure. Then, if applicable, altering traffic flow to address today's problems and the compounding of this by a probable a BCHD imposed, undesired HLC project. An idea would be disallowing any southbound traffic on and from Flagler into the PSB tract, potentially reducing downhill accident chances along the Flagler/Towers and Towers/Redbeam curves, and possibly limiting or prohibiting parking along Flagler.

1/26/2021

Re: Traffic Concerns in the Pacific South Bay neighborhood - Lotus, Angel

Many of our neighbors will present and be open to other good ideas that keep our neighborhood streets residential as they were intended, and most importantly, safe.

Respectfully, Glen and Nancy Yokoe, 

# Closure of Flagler

Jacqueline Caro [REDACTED]

Mon 12/7/2020 2:41 PM

To:PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

Dec. 7, 2020

Traffic Commission,

I oppose closing Flagler Lane. Many streets such as; Wayne and Halison constantly experience cut-through traffic.

I live on Wayne and there are times when I can't get out of my driveway due to a long line of cars waiting for the signal to turn green. This will only increase when schools are allowed to re-open. Also, as a pedestrian I do not feel safe because drivers who enter the neighborhood via Wayne Ave., whip around the corner if they are driving west on Del Amo. Recently, I had to quickly step back on the sidewalk to avoid being hit while attempting to enter the crosswalk on Wayne.

I have noticed that traffic has increased over the years with drivers becoming more wreckless. They don't adhere to the speed limit and some just run through a solid red light.

I use Flagler to shop at Vons. If Flagler is closed, it will force me to use Prospect to get home. There are 4 signals on Prospect; Prospect & Beryl,, Prospect & Beach Cities Health District, Prospect & Diamond and Prospect & Del Amo. I would need to make left turns to return home. During rush hours, these signals become congested with traffic. This also will increase when schools are open. The Beach Cities Health District is proposing a major expansion on their property. Their project will create more traffic.

How will residents in this neighborhood get to 190<sup>th</sup> street? They would have to use the remaining streets in the adjacent neighborhood causing more cut-through traffic.

It's unfair to put the burden of existing cut-through traffic on the remaining open streets in our neighborhood.

Respectfully,

Jackie Ecklund

Zoom meeting Dec 7 7pm could hear people could not see them. Keep Flager open cant get out of my drive way during school hours be worse if Flager closed. [REDACTED]

James Baker [REDACTED]

Tue 12/8/2020 7:35 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

**WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

# Closure of Flagler Ln

James Ecklund (TABC) [REDACTED]

Mon 12/7/2020 2:46 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

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●● PROTECTED 關係者外秘

To the Torrance Traffic Commission;

As a resident living on Wayne Avenue I **strongly oppose closing Flagler Lane in either direction.** The problem of poor driving habits will not be corrected with a street closure. It will only increase safety concerns as the traffic is re-routed to other streets in the neighborhood. I have witnessed all the driving violations shared by these residents throughout the city and beyond. Would we be justified in closing other streets as well? How will the parents of Towers Elementary drop their children if they can no longer access Beryl? How will emergency vehicles get to the neighborhood? How will the traffic lights handle increased vehicle traffic on Del Amo. How many lights will it take to turn onto 190<sup>th</sup> from Henrietta?

**Please find a way to address the poor driving habits in the entire city, not just at ONE stop sign, at ONE intersection, on ONE street, in ONE neighborhood.**

Thank you.

# Discussion of Traffic Conditions in Pacific South Bay Neighborhood Focusing on Flager Lane, Towers Street and Rebeam avenue

Lou-Ellie Flokas [REDACTED]

Mon 12/7/2020 7:26 PM

To:PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

I know many of the residents in the neighborhood were planning on attending this meeting but you did not provide the meeting passcode to attend by zoom or Telephone. If there is another meeting we would like to be informed and we would like to attend Via Zoon or Telephone . Please make sure and send correct complete information including a passcode.

Our Opinion is that the building being built at the South Bay Hospital Medical Center will cause a lot of traffic. We do not want the entrance and exit of the building on Flager Lane. We do not want this traffic coming into the neighborhood, but we would like the neighborhood to have access and convenience to the stores on Beryl Street as has been the case for many years. We believe there should be access northbound but closed south bound on Flager Lane. We have attempted to join the meeting by zoom via computer and by phone but no passcode was on the memo that was sent out. Only the zoom address and the meeting number were given.

Thanks

Louis Flokas

# Closing off Flagler Lane

Luis Chaves [REDACTED]

Mon 12/7/2020 10:33 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

My wife and I live on Towers St. and have for 26 years.

Closing off Flagler Lane would mean that people in the Pacific South Bay Neighborhood needing to exit north out of the neighborhood will drive out on Halison St., proceed north on Ronald Ave., east on Towers St., and north on Entradero Ave. to exit at 190th St. Instead of going north on Entradero Ave., some of the traffic will proceed east on Towers St. to exit at Anza Ave.

Traffic on Towers St. is already heavy with a variety of vehicles, including passenger vehicles, work trucks, delivery vehicles, school buses and emergency vehicles. Vehicles travel at extremely high and dangerous speeds on Towers St. It is a street that is used by a lot of neighborhood pedestrians, including children playing and when school is in session, going to and from school.

On Towers St., there have been cars hit, dogs killed and last year, a car was driving so fast, the driver lost control, hit a parked car and rolled over.

Closing off Flagler Lane would mean an increase in traffic volume on Towers St.

Leave Flagler Lane open, as it is. Add stop signs at Towers St. and Redbeam.

Serious consideration should be placed on installing speed bumps to slow down the speed of traffic.

Luis Chaves



Re: Virtual Torrance Traffic Commission Meeting on Pacific South Bay Traffic - Mon., Dec. 7, at 7:00 p.m.

MKKong [REDACTED]

Mon 12/7/2020 11:08 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

CC: [REDACTED]

 1 attachment

Traffic survey.pdf;

**WARNING: External e-mail**

Please verify sender before opening attachments or clicking on links.

My name is Mal Kong, a 36 year resident at [REDACTED]. I provided a previous input for the second Traffic Commission meeting. In that email input I had said that any plan for full closure of Flagler Lane would have potential impacts for (a) increased traffic on Redbeam Ave and (b) traffic jam/backup at the Redbeam to Del Amo Blvd intersection because Redbeam Ave would become the only outlet (and inlet) for Pacific South Bay tract residents like me who currently use Flagler to go North. I further stated that since Redbeam residents would be the main ones impacted by full closure of Flagler Lane, they should be surveyed on their feelings about full closure of Flagler.

Because no such survey was taken to the best of my knowledge, I took it upon myself to survey 27 homeowners on Redbeam Ave (from South of the Deelane intersection stop sign to Del Amo Blvd) this past weekend. I asked specifically if they would favor making Flagler one way to Northbound traffic only, or full closure of Flagler. (my survey is attached). I can report to you that only 3 homeowners favored the full closure of Flagler with the potential traffic impact on Redbeam Ave. (18 favored Flagler one way going North and 6 had no opinion one way or the other)

I hope this survey result will have some impact on your deciding what to do about Flagler Lane.

Sincerely,  
Mal Kong

[REDACTED]

-----Original Message-----

From: Residents Against Overdevelopment

Sent: Dec 3, 2020 4:08 PM

To: undisclosed-recipients;;

Subject: Virtual Torrance Traffic Commission Meeting on Pacific South Bay Traffic - Mon., Dec. 7, at 7:00 p.m.

Neighbors,

The Torrance Traffic Commission is holding a third Traffic Commission meeting on **Mon. Dec. 7 at 7:00 p.m.**, discussing traffic conditions in Pacific South Bay (PSB) neighborhood focusing on Flagler Lane, Towers Street and Redbeam Avenue. As you know, the City of Torrance is considering options to modify access to the PSB Neighborhood from Flagler Lane, including the possibility of closing Flagler Lane at Beryl St. completely or one-way access either way.

The agenda for the virtual Dec. 7 meeting is now available [here](#).

<https://www.torranceca.gov/Home/ShowDocument?id=62513>

See agenda item 7a starting on page 4 for background on the previous meetings and details. Staff analysis excerpt is attached below.

As a reminder, whatever your preference, it is TRAO's position that the City of Torrance protect its residents and deny access to BCHD to Torrance property including Flagler Lane and Flagler Alley for any purpose.

You can provide your input by emailing: [PWTraffic@TorranceCA.Gov](mailto:PWTraffic@TorranceCA.Gov).

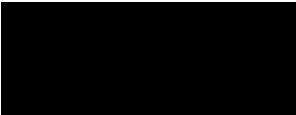
Members of the public may view and participate in the meeting via Zoom by using the following link or calling-in with the phone number listed below:

<https://bily/3kVcVBa>

Or Telephone: Dial **1-669-900-9128**

Webinar ID: **987 4942 0547**

## **Torrance Redondo Against Overdevelopment**



# HEARING ON CLOSURE OF FLAGLER LANE

Mark & Donna Miodovski [REDACTED]

Mon 12/7/2020 9:30 PM

To:PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

Thank you for conducting another Zoom meeting on the proposal to address traffic and safety issues in the Pacific South Bay area by closing Flagler Lane. I found the comments by resident of Ronald Avenue - who oppose such a closure - to be interesting, but unfortunately, uninformed - or worse - inconsiderate.

The point of such a street closure is to minimize or eliminate cut-through traffic in the area by motorists commuting to and from one area of Redondo Beach to another, or to Torrance. The use of Flagler, Towers and Redbeam for this purpose has increased over the years as a time-saving alternative to main thoroughfares such as Prospect Avenue, 190th Street and Del Amo Boulevard. The fear expressed by Ronald Avenue residents that their street would become a cut-through should Flagler be closed seems to be sincere; however it is incorrect for several reasons:

1. By closing Flagler, non-resident commuters would be forced to use the intended main thoroughfares noted above (Prospect, 190th and Del Amo). Finding another way through the tract that utilizes Ronald, Halison or any other street in the area would clearly be counterproductive.
2. It appears that there is some fear on the part of Ronald residents that their streets east of Linda drive would then become a cut-through for Pacific South Bay residents. Again, this is erroneous. If Flagler is closed off, residents of the Pacific South Bay area would utilize Del Amo Boulevard to the south to enter and exit the area, then proceed east or west on Del Amo. From Del Amo, the main north-south streets of Prospect, Anza and Hawthorne would be used to reach their destinations. There would be no need to cut-through the West Torrance area streets of Ronald or any other small street, as it would be self-defeating to do so.

Finally, I would note that I found the hypocrisy of the Ronald Avenue residents' comments to be quite astounding, even if they didn't realize it at the time. It seems that it is their fear that Pacific South Bay residents would begin to use their streets in greater numbers should Flagler be closed off. For example, while paying lip service to safety issues, they lament the loss of convenience in using Flagler to drive to the Von's market on Beryl Street. Does it not occur to them that they are using the Pacific South Bay streets of Deelane, Redbeam and Towers as cut-throughs to avoid an extra minute or two of driving to Del Amo and Prospect to reach Vons?

I hope that in reaching a recommendation for the City Council's consideration on closing Flagler, the Traffic Commission will rely upon the advice and judgment of trained professionals, and not be swayed by baseless fears that we heard expressed at tonight's meeting.

Sincerely yours,  
Mark Miodovski

# Proposal to Change Neighborhood Access via Flagler Lane

[REDACTED]

Tue 12/8/2020 4:35 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

Please verify sender before opening attachments or clicking on links.

To: [REDACTED] Public Works Department

I am writing to you about the proposal to close or change the ingress/egress to the Pacific South Bay neighborhood in Torrance via Flagler Lane.

My name is Matt Turlo, and I live at [REDACTED] in the Pacific South Bay neighborhood. I grew up here, went to kindergarten at Towers School in 1968-69, and can say that at age 57, I have lived in this neighborhood nearly all of my life. God willing, I hope to be here another 30 years.

Over the decades, I have seen many changes and growth to the neighborhood, some good and some not so good. I know that as decisionmakers for the city, you are well aware that often times, the impact of your decisions outlives your time as decisionmakers, but not the time those impacted will have to live with your decision.

I was not aware of any of the three city meetings that had been held on the proposal until I found a neighbor's flyer about the December 7, 2020 meeting on my porch about an hour after that third meeting had ended. I also never received anything in the mail from the city regarding the proposal, but have since been told about the online meetings. So, I apologize for being late to the discussion.

If Flagler Lane access is closed or changed to one-way only, the traffic not only moves to Entradero Avenue and 190<sup>th</sup> Street, but it becomes more concentrated too, because it would mean half as many access points to the neighborhood from the north. Hundreds more vehicles will now enter the neighborhood via Entradero Avenue and 190<sup>th</sup> Street. I understand that a couple residents at the Redbeam Avenue and Towers Street 90-degree turn have safety concerns about kids, but so do the people on Towers Street between Ronald Avenue and Entradero Avenue, where hundreds of Towers School kids are every day.

The last dozen years or so, the neighborhood has seen an increase in the quantity and size of vehicles due to school traffic. The residents of Towers Street between Entradero Avenue and Ronald Avenue have had to endure ridiculous unending parades of minivans and SUVs of parents dropping off and picking up Towers School students ten times a week. That's ten traffic parades a week! This traffic assault has created traffic congestion and safety issues like blocking residents' driveways, speeding down the street, lines of twenty or more vehicles backed up from the stop sign at Entradero Avenue, exhaust fumes, litter, and noise that diminish the quality of life in the neighborhood. I have missed appointments because I could not get out of my own driveway for twenty minutes sometimes. Believe me, I applaud the parents who let their

kid ride a bike or walk to school, as most of us did when we grew up. When I grew up here in the seventies, vehicles were smaller and there were fewer of them motoring down our block, but now they have to pull into a semi-parked position just to let another car pass going the opposite direction. My point is that the block of Towers Street between Entradero Avenue and Ronald Avenue has already been negatively impacted by endless traffic due to the Towers School traffic, so we don't need more traffic on a street with a school, we need less. Traffic has already outgrown the street. Also, making a change for any reason, including a safety problem on one street in the neighborhood, just moves the same safety problem to another street in the neighborhood, concentrates it (as opposed to distributing the problem) and in this case, it does this on a street with a school and lots of young school kids.

For these reasons, I strongly oppose making any changes to the ingress/egress of the Pacific South Bay neighborhood via Flagler Lane, or changes to any of the other ingress/egress means to the neighborhood. I would be happy to answer any questions you have regarding this NIMBY proposal.

Sincerely,

Matt Turlo

Concerned lifetime resident of the Pacific South Bay neighborhood



# Proposed street modification to Flagler Lane, Towers Street and Redbeam Avenue

Merry Passage [REDACTED]

Mon 12/7/2020 5:31 PM

To:PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

Dear Sir or Madam,

My husband and I live at [REDACTED], two streets east of Redbeam. We are opposed to converting any of the proposed streets to closure or one-way for the following reasons.

Restricting traffic with one-way streets would put an enormous burden on residents (> 250 households) of those streets who simply want to go to the Vons shopping center on Beryl and return by the same route. They would have to circle west to Prospect, or east to Entradero in order to return home. The latter route would increase traffic on Towers, which feeds directly into Towers Elementary school and is already badly congested twice a day during the school year. Anyone living on Tomlee, Mildred, Redbeam and Linda would have to take Ronald to get home, if they're coming from the north. It would increase traffic on Ronald and even offer a cut-through south to Del Amo. Ronald Avenue is also conduit for parents picking up their children from Towers Elementary.

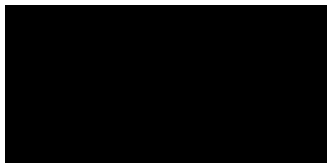
Since speeding and cut-through is a potential problem, we propose well-placed **speed bumps** on Redbeam, especially before it circles into Towers. Speed-bumps were installed on C-street in Redondo Beach as a response to this problem. Speed-bumps would slow traffic and deter cut-through traffic without inconveniencing hundreds of residents.

For the past three years, homeless people have taken up residence on Flagler between Beryl and Towers. Their parked cars and campers would only add to congestion if Flagler was to become a one-way street because they could park on both sides.

Another issue: We walk through this neighborhood daily including Flagler and Towers. We have not noticed any increase in traffic flow since moving to the neighborhood in 1982. We do, however see residents running the stop signs before pulling into their driveways. We have reported this to the City before but nothing has been done. When Towers Elementary was open we would see several cars run the stop signs at Towers and Ronald, Towers and Mildred, and Redbeam and Deelane.

Sincerely,

Merry B. Passage  
Phil N. Garner





# Traffic Blockage between Flagler & Beryl for Redondo Development

Phil Kiyokane [REDACTED]

Tue 12/8/2020 10:43 AM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

**Please verify sender before opening attachments or clicking on links.**

To Whom It May Concern,

Our family has lived on [REDACTED] since 1984. During this time, Redbeam and Towers St has been a convenient shortcut path for nonresidents. It has always been a safety issue for us and neighbors as cars drive through extremely fast through the neighborhood, sometimes ignoring the stop signs. We feel with the new development, the traffic pass through will be even worse. A closure of the street between Flagler & Towers St is essential.

As new families are moving into the neighborhood with young children, the City of Torrance must do this to avoid an accident or tragedy. Please consider this recommendation.

Thank you,  
Phil Kiyokane



1/26/2021

Flager Closure - [REDACTED]

# Flager Closure

Reid Fujinaga [REDACTED]

Mon 12/7/2020 8:17 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

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I live on Ronald Avenue. I don't have a preference at this time but believe above all else that the City of Torrance should deny current and future BCHD workers, customers, and tenants access to Pacific South Bay and all other Torrance residential streets as much as possible.

Thank you,

Reid Fujinaga

# Traffic Commission 12-7-2020

Robert Levy [REDACTED]

Mon 12/7/2020 3:42 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

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We are against full closure of Flagler for our own safety and our neighbors.

We are in favor of a one way exit from the subdivision (exiting Flagler heading North).

This is for our own safety and our neighbors.

Respectfully yours,  
Levy family.

Dictated but not read to prevent delay.

# Pacific South Bay Neighborhood focusing on Flagler Lane, Towers Street and Redbeam Ave

Tammy Hilsgen [REDACTED]

Mon 12/14/2020 2:16 PM

To: PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

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To Whom It May Concern,

I am writing for you please push alternative solutions to closing Flagler Lane at Beryl into the Pacific South Bay Neighborhood.

Several concerns around two main topics:

- Distribution of the traffic
  - a. By closing off one neighborhood its naturally drives traffic to other neighborhoods, causing increase traffic and safety issues in another part of the neighborhood.
  - b. Closing the Flagler road will disrupt the 2<sup>nd</sup> school entrance/exist, again driving more parents to the main entrance which already causes traffic issues on Beryl and Towers/Roland Ave
  
- Safety
  - a. One direct concern for me is moving the traffic to Roland Ave and Tower Street which is where I live. That corner is already busy and a hazard to my 3 young children as it is the main entrance of the school and an alternative cut through to Entradero.
  - b. Closing Flagler would also close emergency entrance to the neighborhood and 2<sup>nd</sup> entrance/exist to the school. In the sad age of school shooting having a quick alternative entrance/exit for the emergency crews to the school could save lives.
  - c. In general emergencies, closing the street for the neighborhood add time to get to/from the individual in the need and then to a hospital. In an emergency, seconds count.

Closing one area doesn't decrease traffic, it just increase the amount in other areas. I understand the Fire Department is one of the major deterrents to adding speed bumps in the City of Torrance but I imagine they would rather deal with speed bumps as approved by the City then have neighborhood roads closed due to traffic concerns. Road closures causes them to lose valuable time to respond to emergencies.

1/26/2021

Pacific South Bay Neighborhood focusing on Flagler Lane, Tow... - Lotus, Angel

Please do not pass the closure of the Flagler Lane entrance/exist. Please consider alternative solutions to address the traffic & safety concerns for all the residents of the neighborhood.

Thank You,

*~Tammy*

*~Tammy*

# Follow up on Closure of Flagler at Beryl

WADE LEINEN [REDACTED]

Thu 12/17/2020 12:28 PM

To:PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

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Hi,

I was one of the people informed at the last minute on December 7th concerning the closure at the above intersection. I was fortunate enough, with the aid of my husband, to be the first one to speak on the subject. I was delighted to hear an almost unanimous concurrence that speed bumps and signage might be a good start. I listened as you rightfully suggested that speed bumps might be an impairment for emergency crews. As I thought about this, I would like to point out that street closures, at major impact points would be even more of an impairment, as emergency crews would have to circumvent these closures. Ultimately, this would cause more untimely emergency situations, as fire/ambulance/police would have to take a longer route to get to those nestled in the Pacific South Bay neighborhood.

I heard the woman complain that others don't know what it's like to have children. I just unfortunately excuse her as the outlier in the data. All neighborhoods contain a certain amount of people only looking after themselves, without the whole community in mind. Most of us have, or have had children that live in West Torrance, as the schools are the allure. I personally ran an after-school program in my house until 2016, and have witnessed many traffic violations going down Ronald Ave.

I heard the concerns that skateboarders almost get hit, as they tear down Towers. I would say that the skateboarders should be better educated on the rules of the road, and if speed bumps were put into place, this would significantly diminish their reckless mobility.

I heard the discussions at the end of the meeting concerning those metal speed bumps. That would be a start, but I believe that we should emulate our neighbors in Redondo Beach and Hermosa Beach, and put in those brightly colored yellow speed bumps, which would better alert drivers, who would then slow in a more controlled manner.

I really appreciate that before the proverbial baby is thrown out with the bathwater, that the city is planning on doing a traffic study at multiple intersections in the neighborhood. Please, as you are doing this, consider the Entradero/Towers intersection. Please observe how many cars are backed up northbound to the light on 190th and Entradero, as that light typically takes 2 minutes to change. Please observe how many cars are trying to turn left onto Entradero from 190th going westbound. As that intersection sometimes, especially during morning rush and after school rush, is often, for lack of better verbiage, a mess.

Thank you for listening to me, as well as others who have expressed their concerns.

Janet Leinen  
[REDACTED]



# RE: Torrance Redondo Against Overdevelopment. PSB Traffic Discussion & Decision for Flager, Towers and Redbeam Ave.

PJ [REDACTED]

Mon 12/7/2020 2:37 PM

To:PWTraffic <PWTraffic@TorranceCA.gov>;

## **WARNING: External e-mail**

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Hello,

My preference for traffic movement regarding the Pacific Southbay (PSB) neighborhood impact from BCHD development is to close access to Flager Lane at Beryl St.

My second choice would be one-way north traffic on Flager only if that is the only option.

Best Regards,

Wanda Jew  
[REDACTED]