

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

**1. CALL TO ORDER**

The Torrance Traffic Commission convened in a regular meeting at 7:03 p.m. on Monday, March 1, 2010 in Council Chambers at Torrance City Hall.

Due to the absence of Chairperson Galvin, Vice-Chairperson Clouch led the meeting.

**2. SALUTE TO THE FLAG**

The Pledge of Allegiance was led by Vice-Chairperson Clouch.

**3. ROLL CALL**

Present: Commissioners Rische, Rudolph, Sargent, Tsao, Walter, and Vice-Chairperson Clouch.

Absent: Chairperson Galvin (excused).

Also Present: Transportation Manager Semaan,  
Project Manager Sedadi,  
Torrance Police Area Traffic Officer Applegate, and  
Planning Associate Crump.

**4. AFFIDAVIT OF POSTING**

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

**5 APPROVAL OF MINUTES**

**5A. MINUTES OF FEBRUARY 1, 2010**

**MOTION:** Commissioner Rische moved for the approval of the February 1, 2010 meeting minutes as submitted. Commissioner Sargent seconded the motion; a roll call vote reflected unanimous approval (with Commissioners Rudolph and Walter abstaining and Chairperson Galvin absent).

Vice-Chairperson Clouch explained the policies and procedures of the Traffic Commission, including the right to appeal decisions to City Council.

**6. ORAL COMMUNICATIONS #1**

Transportation Manager Semaan distributed packets and discussed information regarding Census 2010. He stressed the importance of taking the ten minutes needed to answer ten questions on the Census form and returning it by April 1, 2010.

He announced a Tip-a-Cop fundraiser for South Bay Special Olympics on March 25, 2010 at the Elephant Bar.

**7. ITEMS UNDER CONSIDERATION**

**7a. TRAFFIC CIRCULATION FOR SOUTHWOOD SUNRAY NEIGHBORHOOD IN THE VICINITY OF SEPULVEDA BOULEVARD, CRENSHAW BOULEVARD, 232ND STREET, AND IRIS AVENUE**

Project Manager Sedadi provided a slide presentation on the material of record and recommended that the Commission review the staff report, receive public input, and concur with staff's recommendation to: Install all-way stop signs at 1) Cerise Avenue and 225<sup>th</sup> Street, 2) Eriel Avenue and 230<sup>th</sup> Street, and 3) Eriel Avenue and 225<sup>th</sup> Street; and to install 25 mph speed limit signs at various locations, as shown on Attachment A. She noted that this item was being continued from the December 7, 2009 Commission meeting and that there were representatives from Torrance Police Department, City Manager's Office, and Public Works Department in the audience.

She reviewed background and noted that, per direction from the Traffic Commission on December 7, 2009, two stop signs for north and southbound directions on Greenwood Avenue at 227<sup>th</sup> Street have been installed. In addition, the Commission directed staff to collect data and conduct an analysis for the Southwood Sunray neighborhood. She discussed the summary of volume and speed counts (Attachment C), turning movement counts to identify potential cut-through traffic (Attachment D), and a five-year accident history of internal intersections in the neighborhood. She described the two reported collisions and noted that neither would be correctable by any means of traffic control devices.

Project Manager Sedadi advised that, based on results of collected data, analysis, field observations, and input from other departments, staff has concluded that traffic circulation, speeds, and volumes in the neighborhood are within expectation, with no apparent operational issues. However, to provide positive right-of-way assignment but not to slow traffic, staff is recommending installation of all-way stop signs at three intersections and eight additional speed limit signs as outlined in Attachment A.

Transportation Manager Semaan distributed supplemental material received after agenda packets were prepared. He provided additional information about the two recorded accidents and an additional radar survey that was conducted with an undercover officer in an unmarked vehicle.

Commissioner Tsao commended staff for their efforts and, responding to his inquiry, Transportation Manager Semaan explained that the proposed stop signs would not serve as speed reducing or traffic-calming devices but would assign positive right-of-way and discourage cut-through traffic. He further explained that staff found no

justification for speed bumps, humps, or cushions and that turning restrictions were not considered due to potential impact on residents and businesses.

Responding to Vice-Chairperson Clouch's inquiry, Transportation Manager Semaan used Attachment D to explain how turning movement counts were taken and how it was determined if it was local or cut-through traffic.

Referring to Attachment C, Commissioner Sargent related his observation that approximately 139 vehicles, or 15%, exceed the speed limit on 225<sup>th</sup> Street.

At 7:45 p.m., Vice-Chairperson Clouch welcomed public input.

Stafford Howlett, West 225<sup>th</sup> Street, expressed opposition to the proposal to install stop signs at Cerise Avenue and 225<sup>th</sup> Street. He stated that speeding, right-of-way assignment, and accidents are not major issues and that it would cause loss of parking spaces and noise from vehicles stopping and starting all day and night.

Steve Oda, Iris Avenue, stated that stop signs at Eriel Avenue and 225<sup>th</sup> Street as well as 230<sup>th</sup> Street would not stop speeding and would be a nuisance for neighborhood traffic.

Andrea Howlett, West 225<sup>th</sup> Street, voiced concern about safety and loss of parking spaces if stop signs are installed at Cerise Avenue and 225<sup>th</sup> Street.

Alissa Materman, West 232<sup>nd</sup> Street, stated that there is high traffic volume and speeding in the area between Crenshaw Boulevard and Greenwood Avenue on 232<sup>nd</sup> street and voiced support for speed humps or bumps.

James Rodriguez, Eriel Avenue, questioned if there would be police enforcement if stop signs are installed on Eriel Avenue, if enforcement would be one time or ongoing, and if back-up of traffic onto Sepulveda Boulevard has been considered.

Phil O'Connor, West 225<sup>th</sup> Street, voiced support for installation of stop signs as a deterrent for cut-through traffic and to slow down traffic. He added that stop signs are more cost effective than speed humps and expressed concern that the City could be liable if they do not install the signs.

Mike O'Brien, West 225<sup>th</sup> Street, stated that the proposed stop signs are necessary, good for the neighborhood, serve as a deterrent for cut-through traffic, and slow down drivers exceeding the speed limit.

Michael Klint, West 225<sup>th</sup> Street, entered documentation into the material of record and expressed his support for staff's recommendation.

Chuck Jacobs, West 225<sup>th</sup> Street, (no speaker card), stated his opposition to installation of the proposed stop signs because they do not calm traffic, adding that more enforcement at peak hours is needed.

Newt Young, Hickory Avenue, represented Southwood Sunray Homeowners Association, asserted that the stop signs would slow down traffic and make the neighborhood safer. He questioned if volume and speed counts recorded in the

neighborhood are consistent with volume and speed counts in a neighborhood with the same number of homes that does not have a school.

Transportation Manager Semaan responded that every neighborhood varies and that school traffic is considered part of the neighborhood. He added that data was collected to support or deny concerns regarding cut-through traffic and that school traffic is inherent to the school's presence.

Devin Ishida, West 232<sup>nd</sup> Street, expressed support for speed bumps, humps, or cushions.

Julie O'Brien, West 225<sup>th</sup> Street, stated that 90% of Hickory Elementary students get dropped off and that she supports staff's recommendation.

At Andrea Howlett's request, Project Manager Sedadi provided additional explanation of data on Attachment C.

Responding to Phil O'Conner's inquiry, Project Manager Sedadi stated that counts were taken on January 12, January 14, and January 28, 2010, and another speed survey in an unmarked car was conducted on February 18, 2010.

Responding to Commissioner Sargent's request, Transportation Manager Semaan described differences between speed bumps, humps, and cushions. He noted that response time is impacted by speed humps while cushions are expensive but do not impact fire trucks.

Commissioner Sargent stated that he likes the idea of cushions because fire trucks can get through and they are self-enforcing. He expressed support for installation of speed cushions on 225<sup>th</sup> Street as the best solution for the problem.

Commissioner Tsao thanked audience members for attending this meeting and stated that he hoped the Commission would make the best decision for the benefit of the whole neighborhood.

At Commissioner Rische's request, Transportation Manager Semaan explained that fire trucks are wide enough to straddle speed cushions and why speed dips were not considered as an option.

In response to an inquiry by Commissioner Rudolph, Transportation Manager Semaan explained that traffic counts are generally collected on a Tuesday, Wednesday, or Thursday of a non-holiday Monday or Friday.

Vice-Chairperson Clouch inquired if the recommendation could be passed on a temporary basis and was informed by staff that temporary stop signs are generally not installed. He offered to bring an item back in six or 12 months to see if the measures taken have been effective or not.

Responding to Vice-Chairperson Clouch's inquiry, Area Traffic Officer Applegate advised that fines for traffic violations are the same in school and non-school zones.

**MOTION:** Commissioner Sargent moved to not concur with staff's recommendation and to install two pairs of speed cushions on 225<sup>th</sup> Street between Cerise Avenue and Eriel Avenue. The motion died due to lack of a second and the motion was withdrawn.

Transportation Manager Semaan advised that, if the Commission recommended speed cushions, staff would need to assess the street segment being considered, determine the cost, and bring back an analysis.

Commissioner Walter stated that he needed to abstain on this vote because he has prior information on this item.

**MOTION:** Commissioner Sargent moved to continue this item until staff could provide input on installing speed cushions on 225<sup>th</sup> Street between Cerise Avenue and Eriel Avenue. The motion died due to lack of a second.

**MOTION:** Commissioner Rische moved to concur with staff's recommendation to install all-way stop signs at 1) Cerise Avenue and 225<sup>th</sup> Street, 2) Eriel Avenue and 230<sup>th</sup> Street, and 3) Eriel Avenue and 225<sup>th</sup> Street; and to install 25 mph speed limit signs at various locations. Commissioner Sargent seconded the motion; a roll call vote reflected unanimous approval (absent Chairperson Galvin and with Commissioner Walter abstaining).

Vice-Chairperson Clouch received clarification that the item would not need to go to City Council unless it is appealed within 15 days.

The Commission was in recess from 9:05 p.m. to 9:15 p.m.

**7b. TRAFFIC STUDY INFORMATIONAL ITEM**

Transportation Manager Semaan introduced the item and welcomed Planning Associate Crump.

Planning Associate Crump provided background on the Ad Hoc Committee on Commission Review's recommendation that the Traffic Commission review traffic studies associated with land use entitlements. She briefly reviewed Attachment B that discusses the series of methodologies used in evaluating the traffic impact by a proposed development project and showed examples of typical traffic studies that have been produced. She noted that not all projects require a formal traffic analysis and would therefore not generate review by the Traffic Commission. She advised that any recommendations or comments by the Traffic Commission regarding a traffic impact study would be forwarded to the Planning Commission before it provides review and consideration on any development.

Transportation Manager Semaan stressed the importance that the traffic generated by a development is separate from preexisting, inherent traffic on the street network. He encouraged Commissioners to review the document and to ask staff for any clarification or additional information.

Responding to Commissioner Rudolph's inquiry, he explained that, with the Committee's direction, the timeframe will be inherent to the development process to allow sufficient time for the Traffic Commission to review the traffic studies.

In response to Commissioner Rische's inquiry, staff advised that there are no new projects coming up in the foreseeable future.

**8. ORAL COMMUNICATIONS #2**

**8a.** Commissioners and staff welcomed new Commissioners Rudolph and Walter.

**8b.** Commissioner Clouch inquired how much the City receives from traffic citations and was directed to contact the Police Department.

**9. ADJOURNMENT**

At 9:40 p.m., Vice-Chairperson Clouch adjourned the meeting to April 5, 2010 at 7:00 p.m. in the West Annex meeting room.

Approved as Submitted May 3, 2010 s/ Sue Herbers, City Clerk
--