

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

**1. CALL TO ORDER**

The Torrance Traffic Commission convened in a regular meeting at 7:00 p.m. on Monday, August 4, 2014 in the West Annex meeting room at Torrance City Hall.

**2. SALUTE TO THE FLAG**

Commissioner Bajaj led the Pledge of Allegiance.

**3. ROLL CALL**

Present: Commissioners Bajaj, Habel, Herring,  
Rudolph, Sargent, and Chairperson Siani.

Absent: Commissioner Furey.

Also Present: Engineering Manager Semaan,  
Associate Engineer Arikat, and  
Torrance Police Sergeant Estrada.

**4. AFFIDAVIT OF POSTING**

**MOTION:** Commissioner Herring moved to accept and file the report of the City Clerk on the posting of the agenda for this meeting. Commissioner Bajaj seconded the motion; a roll call vote reflected unanimous approval (absent Commissioner Furey).

**5. APPROVAL OF MINUTES**

Commissioner Sargent offered the following clarification to the June 2, 2014 Commission meeting minutes: Page 3, paragraph 1, line 3: "...and how net increase in square footage of an establishment is the only thing..."

**MOTION:** Commissioner Sargent moved to approve the June 2, 2014 Traffic Commission meeting minutes as amended. Commissioner Rudolph seconded the motion; a roll call vote reflected unanimous approval (absent Commissioner Furey).

**6. ORAL COMMUNICATIONS #1**

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

Julie Dojiri, Chairperson of Civic Affairs, New Horizons South Bay, expressed appreciation to staff for listening to the needs of seniors and responding to their concerns so quickly. She explained that residents commented that it was not safe for pedestrians to cross Maple Street at Nadine Circle. She stated that staff changed the time to cross the street from 30 to 32 seconds and installed a count down signal head.

**7. ITEMS UNDER CONSIDERATION**

**7a. NOMINATION OF CHAIR AND VICE-CHAIR**

Commissioner Sargent nominated Commissioner Herring for Chairperson of the Traffic Commission. There were no further nominations and Commissioner Herring was elected Chairperson on a unanimous roll call vote (absent Commissioner Furey).

Commissioner Bajaj nominated Commissioner Habel and Commissioner Habel nominated Commissioner Bajaj for Vice-Chairperson of the Traffic Commission. Nominations were closed and Commissioner Habel was elected Vice-Chairperson on a 4-1 roll call vote (absent Commissioner Furey, Commissioner Rudolph abstaining).

**7b. TRAFFIC COMMISSION 2014 WORK PLAN – THIRD PRIORITY: SIGNAL MODIFICATION RIGHT TURN OVERLAP ARROWS**

Engineering Manager Semaan distributed a matrix of Candidate Intersections for Right Turn Overlap Arrows (RTOA). He provided background and stated that this updated matrix incorporates modifications that Commissioners requested at the June 2 Traffic Commission meeting. He requested that Commissioners concur with the matrix of candidate intersections and finalize the developed policy for this Work Plan priority.

In response to Commissioner Sargent's inquiry, Engineering Manager Semaan clarified that the data in the matrix is based on existing Level of Service (LOS) and not a near-term forecast. He stated that the data is used as their base reference and was taken out of the Citywide Traffic Study completed in 2008. He stated that when projects come forward staff collects comparative data to determine if LOS has increased or decreased, noting that for the most part the data has not significantly changed.

At Commissioner Rudolph's request, Engineering Manager Semaan described the ways that LOS is determined and used #41 southbound movement as an example of a potential candidate for RTOA because it meets all criteria. He stated that, with every capital project that comes forward, staff would use the matrix as a quick snapshot guideline and mechanism to support projects. He explained that there could be RTOA in one direction and not in the other.

Using #143 as an example, Commissioner Sargent questioned if an intersection with LOS F could be considered for RTOA the next time capital projects are determined.

Engineering Manager Semaan responded that it would not be a good candidate because it does not have a dedicated right turn lane. He noted that this is a Work Plan item to develop a guidance policy, not a capital program, schedule, or vision for the capital budget. He stated that they already have this data in the Citywide Traffic Study and that the matrix is a complement to, and not the driving force, for the capital budget.

Commissioner Rudolph pointed out that there are many ways the matrix could be helpful to staff but expressed concern that the data is nine years old and not current. He questioned if the data should be reevaluated in the future until another Citywide Traffic Study is completed.

Engineering Manager Semaan stated that they conduct data collection and field observations on projects that come forward, adding that developing a Citywide Traffic Study is a costly endeavor.

Commissioner Bajaj pointed out that most of the physical characteristics of intersections have not changed in nine years.

**MOTION:** Commissioner Rudolph moved to approve as presented the developed policy regarding the installation of "Signal Modification Right Turn Overlap Arrows." Commissioner Habel seconded the motion; a roll call vote reflected unanimous approval (absent Commissioner Furey).

**7c. TRAFFIC COMMISSION 2014 WORK PLAN – FIFTH PRIORITY: ANZA CORRIDOR TRAFFIC ANALYSIS**

Engineering Manager Semaan requested that the Commission interchange the Fourth and Fifth Priorities of the 2014 Work Plan due to upcoming Capital Improvement projects along Anza Avenue. He introduced Associate Engineer Lubna Arikat and noted that she would incorporate any Commissioners' suggestions or concerns when drafting her RFP in the fall for the analysis for improvements. He stated that he would bring the completed analysis back to the Commission in approximately one year.

He described the two upcoming Capital Improvement Projects that are already set in motion: the Anza Avenue Rehabilitation project and the Anza Avenue/Vista Montana/Pacific Coast Highway Intersection Improvements. He reviewed the general characteristics, signalization, and speed limits along Anza Avenue. He described the City's Roadway Classification, Truck Route, and Bike Master Plan Maps in Attachment A, traffic volumes data in Attachment B, Levels of Service (LOS) summary tables in Attachment C, and Near-Term and Long-Range Improvements from the Citywide Traffic Study in Attachment D.

In response to Chairperson Siani's inquiries, Engineering Manager Semaan explained that Near-Term LOS was a five-year projection and that critical speed can vary. He recalled that the speed limit on Anza Avenue was increased from 30 to 35 mph to allow officers to conduct speed enforcement with electronic devices.

At Commissioner Herring's request, he explained the difference between posted speed limits and critical speed limits.

In response to Commissioner Rudolph's inquiry, Engineering Manager Semaan stated that Attachment A shows an existing Class 2 bike lane north of Sepulveda Boulevard and that a Class 2 bike lane is being proposed south of Sepulveda Boulevard. He explained that there is not enough geometric space for a Class 1 bike lane.

Chairperson Siani offered her observation that the left turn pocket is too short going southbound on Anza Avenue to eastbound Sepulveda Boulevard.

Commissioner Habel recommended removing or cutting back some of the cement barriers on Anza Avenue to facilitate left turns.

Commissioners indicated that they need more time to formulate their suggestions, and staff encouraged them to e-mail their comments or bring them to the next Commission meeting.

## **8. ORAL COMMUNICATIONS #2**

**8a.** In response to Commissioner Bajaj's inquiry, Engineering Manager Semaan advised that the Protected Permissive Left Turn (PPLT) signals with flashing yellow arrows are doing well and that intersections are clearing faster with wait times reduced. He stated that there have been two reported accidents at 182<sup>nd</sup> Street and Prairie Avenue since its installation on June 26. He noted that the demand is not as heavy at the Sepulveda Boulevard intersections because school is not in session.

Commissioner Rudolph received clarification that there is a solid yellow arrow following the flashing yellow arrow.

**8b.** Commissioner Habel offered his observation that the asphalt on 182<sup>nd</sup> Street east of Crenshaw Boulevard is in poor condition.

**8c.** Commissioner Rudolph stated that a pedestrian was struck when crossing 182<sup>nd</sup> Street and Bailey Drive. He noted that this intersection was identified for potential crosswalk enhancement in November 2011 as a Work Plan item. He expressed concern that no improvements were ever made and asked that an item be placed on a future Commission meeting agenda to reevaluate 182<sup>nd</sup> Street and Bailey Drive as well as other locations that were identified

Engineering Manager Semaan stated that he can only bring back former Work Plan items for receive and file, but would bring back 182<sup>nd</sup> Street and Bailey Drive because it is a specific location.

A brief discussion centered on pros and cons of in-pavement markers and uncontrolled crosswalks in the City.

Commissioner Sargent maintained that Commissioners should have more input on what is placed on an agenda and should be able to ask City Council to provide emergency funding if necessary.

Engineering Manager Semaan stated that when there is a collision there is a considerable amount of background work that needs to be investigated before it can be identified as an emergency.

## **9. ADJOURNMENT**

**MOTION:** At 8:53 p.m., Commissioner Habel moved to adjourn the meeting to October 6, 2014 at 7:00 p.m. in the West Annex meeting room, Torrance City Hall. Commissioner Sargent seconded the motion; a roll call vote reflected unanimous approval.

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Approved as submitted October 6, 2014 s/ Rebecca Poirier, City Clerk
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Deborah Schaffer  
Recording Secretary

Traffic Commission  
August 4, 2014