

March 3, 2014

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

1. CALL TO ORDER

The Torrance Traffic Commission convened in a regular meeting at 7:01 p.m. on Monday, March 3, 2014 in the West Annex meeting room at Torrance City Hall.

2. SALUTE TO THE FLAG

Commissioner Rudolph led the Pledge of Allegiance.

3. ROLL CALL

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

Absent: Commissioner Herring.

Also Present: Engineering Manager Semaan, Associate Engineer Sedadi,
Associate Engineer Kamimura and Police Sergeant Koenig.

MOTION: Commissioner Rudolph moved to grant Commissioner Herring an excused absence for the March 3, 2014 Commission meeting. Commissioner Sargent seconded the motion; a roll call vote reflected unanimous approval.

4. AFFIDAVIT OF POSTING

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

5. APPROVAL OF MINUTES

5a. MINUTES OF FEBRUARY 3, 2014

Minutes were not available.

6. ORAL COMMUNICATIONS #1

The Commission welcomed new Traffic Commissioner Ben Bajaj.

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

7. **ITEMS UNDER CONSIDERATION**

Chairperson Siani requested that Item 7B be taken out of order.

7b. **CONSIDERATION TO MODIFY EXISTING NO LEFT TURNS 6:00 – 9:00 AM AND 4:00 – 6:00 PM RESTRICTION FOR EASTBOUND CATHANN STREET AT ANZA AVENUE TO EXCLUDE WEEKENDS AND HOLIDAYS**

Associate Engineer Kamimura provided background and recommended that the Commission review the staff report, take public input, and concur with the staff recommendation to exempt the existing NO LEFT TURNS 6:00 – 9:00 AM and 4:00 – 6:00 PM restriction for eastbound Cathann Street to northbound Anza Avenue during weekends and holidays. He stated that staff received a request to consider modifications to the current restriction by limiting it to only weekdays. He noted that the accident history indicates that all collisions in this vicinity have occurred on weekdays, and the total number of collisions is within the expected range.

Ahmed Peracha, Anza Avenue, stated that drivers often ignore signage and suggested completely blocking the street.

Engineering Manager Semaan explained the policy of not creating more restrictions or circulation issues for residents or local businesses, noting that enforcement is also a component. He explained that the purpose of the request is to increase circulation for residents on weekends and holidays.

Associate Engineer Kamimura pointed out that the number of collisions has decreased since the left turn restriction was installed in 2003.

Bert Gamo, Laurette Street, stated that it is a dangerous intersection and suggested lowering the speed limit from 55 mph to 25 mph as well as placing SLOW DOWN on a signboard.

Engineering Manager Semaan advised that the speed limit is 35 mph and that State law prohibits arbitrarily reducing speed limits.

Sergeant Koenig stated that he would have Officers monitor the area in the mornings.

MOTION: Commissioner Bajaj moved to concur with staff recommendation to exempt the existing NO LEFT TURNS 6:00 – 9:00 AM and 4:00 – 6:00 PM restriction for eastbound Cathann Street to northbound Anza Avenue during weekends and holidays. Commissioner Sargent seconded the motion; a roll call vote reflected unanimous approval (absent Commissioner Herring).

**7a. TRAFFIC COMMISSION 2014 WORK PLAN – SECOND PRIORITY:
STAGGER LIMIT LINES FOR DOUBLE LEFT TURN MOVEMENTS**

Associate Engineer Sedadi recommended that the Commission review the staff report and provide input to develop a policy regarding the criteria for further consideration and implementation of installation of Stagger Limit Line (SLL). She reviewed the criteria recommended by the Commission at the February 3, 2014 Commission meeting: Signalized intersections with double left turn movements; Intersection geometry; Channelization; and Truck Routes. She noted that intersections would be considered and analyzed when a request or complaint has been received.

She recommended two ways of proceeding with implementation: Capital Improvement Program (CIP) and Operation. She stated that evaluation to consider implementing SLL would become part of the design and potential installation if a requested intersection is within the limits of a project in the CIP. She stated that if the request is not part of any upcoming CIP, staff would evaluate implementation on a case-by-case basis depending on the cost. She noted that cost of installation depends if there is a physical median and if there are in-pavement loop detectors or video detection.

Associate Engineer Sedadi distributed a matrix of signalized intersections that may be considered for SLL for double left turn movements. She pointed out that the matrix also identifies intersections that are on the City's Truck Route and the number of receiving lanes. She noted that, when a request or complaint is received, the matrix would enable staff to do the preliminary analysis to determine candidate intersections for further consideration for implementation of SLL.

Commissioner Sargent requested that staff include projects that are part of the capital budget in the final tabulation of candidate intersections for SLL. He received clarification from staff that there is not a program to replace loop detectors City-wide; however, if major work is being done at an intersection, video detectors are installed if it is within budget.

Commissioner Rudolph stated that video detectors often fail to work properly and Engineering Manager Semaan responded that the systems have become more reliable and that we do not have inclement weather conditions that other areas have.

In response to Commissioner Rudolph's inquiry, Engineering Manager Semaan explained that the list is not prioritized and that Caltrans or another jurisdiction controls the shaded intersections. He noted that he is unaware of any intersection in the City that is operating in a deficient manner at this time.

Commissioner Sargent pointed out that of the 57 intersections in the matrix only four intersections are both on the City Truck Route and have two receiving lanes in two of four directions.

Responding to Commissioner Furey's inquiry, Engineering Manager Semaan recollected that the only intersection that he has received complaints about is eastbound Calle Mayor to northbound Anza Avenue, noting that problems are speed related and not due to ability to turn.

Commissioner Rudolph, noting the few complaints received, questioned the need to create a policy for a problem that does not exist.

Commissioner Furey stated that one of the purposes of SLL is to clear left turn pockets because cars slow down when turning if the angle is too sharp.

Engineering Manager Semaan indicated that, if there are enough locations that should be looked at further and that meet the criteria, in the next capital improvement budget it might be possible to propose funding to implement SLL.

Commissioner Habel suggested adjusting signal timing to move traffic as well as removing physical barriers, especially where there are two left turn lanes going into two receiving lanes.

Engineering Manager Semaan pointed out that barriers are not a preference but are typically there because safety necessitates it.

Commissioner Sargent recommended considering implementation of SLL for those intersections where traffic is forced to slow down to turn left.

MOTION: Commissioner Rudolph moved to concur with the developed policy regarding the installation of “Stagger Limit Line for Double Left Turn Movements” as presented with the addition of a capital improvement project overlay. Commissioner Furey seconded the motion; a roll call vote reflected unanimous approval (absent Commissioner Herring).

7c. QUARTERLY TRAFFIC COMMISSION SUMMARY OF REQUESTS

Engineering Manager Semaan reviewed the Traffic Commission Summary of Requests for October & November 2011 and March 2013 - March 2014. Referring to improvements at Hawthorne Boulevard and 182nd Street, he distributed communication from Senior Transportation Engineer Ghauri from Caltrans informing staff that no bids were received for this project and that it would be advertised for bids again in April 2014. He stated that testing has been completed and equipment ordered for North/South split phasing of the Lowes/Costco signal on Skypark Drive. Responding to Commissioner Rudolph’s concern regarding Earl Street, he advised that property owners are responsible for sidewalk and curb improvements and changes cannot be mandated on them. Referring to Commissioner Habel’s inquiries regarding the timing of left turn movements at Del Amo Boulevard and Maple Avenue as well as Del Amo Boulevard and Madrona Avenue, he stated that he has asked Traffic and Lighting Operations to investigate the locations to ensure all hardware components and signal timing and phasing are functioning.

Commissioner Rudolph relayed a resident’s concern about the dilapidated looking bridge on Hawthorne Boulevard just north of 190th Street; Engineering Manager Semaan stated that he has relayed the concern to the railroad.

Commissioner Bajaj suggested considering installation of SLL at Hawthorne Boulevard and 182nd Street because southbound buses turning right cause gridlock.

8. ORAL COMMUNICATIONS #2

8a. Commissioner Habel stated that the left turn signal turns green when no cars are present for drivers going southeast on Plaza del Amo to Arlington/Washington.

9. ADJOURNMENT

MOTION: At 8:43 p.m., Commissioner Furey moved to adjourn the meeting to April 7, 2014 at 7:00 p.m. in the West Annex meeting room, Torrance City Hall. Commissioner Habel seconded the motion and, hearing no objection, Chairperson Siani so ordered.

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Approved as submitted May 5, 2014 s/ Sue Herbers, City Clerk
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