

**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, November 5, 2007 in the West Annex meeting room at Torrance City Hall.

**2. SALUTE TO THE FLAG**

The Pledge of Allegiance was led by Commissioner Galvin.

**3. ROLL CALL**

Present: Commissioners Clouch, Galvin Lewis, Rische, Tsao, Ulrich, and Chairperson Santome.

Absent: None.

Also Present: Transportation Manager Semaan, Project Manager Sedadi, and Torrance Police Department Lieutenant Stark.

**4. AFFIDAVIT OF POSTING**

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

**5. APPROVAL OF MINUTES: OCTOBER 1, 2007**

**MOTION:** Commissioner Rische moved for the approval of the October 1, 2007 Traffic Commission meeting minutes as submitted. Commissioner Tsao seconded the motion; a roll call vote reflected unanimous approval (with Commissioner Galvin abstaining).

**6. ORAL COMMUNICATIONS #1**

Jeff Young, Samuel Street, stated that traffic with the Hull school relocation was working out very well but recommended continued police officer enforcement at Samuel Street and Lomita Boulevard. He expressed concern about flight patterns of airplanes taking off from Torrance Airport.

Mr. Young was directed to speak with Lieutenant Stark about traffic violations and the Airport Commission regarding Airport matters.

Erick Gutierrez, 242<sup>nd</sup> Street, requested that the request to implement permit parking be extended to the south side of 242<sup>nd</sup> Street.

Mr. Gutierrez was informed that his concern would be considered next under Item 7a.

**7. ITEMS UNDER CONSIDERATION**

**7a. REQUEST TO IMPLEMENT PERMIT PARKING ALONG 24200 BLOCK OF ADOLPH AVENUE**

Transportation Manager Semaan introduced the material of record and noted the supplementary material that came in after agenda packets were prepared.

Project Manager Sedadi provided background and analysis on the material of record and requested that Commissioners take public input and concur with staff recommendation to deny the request to implement a permit parking system on Adolph Avenue. She stated that staff could not find overriding justification to recommend implementation of a permit parking system because the parking conditions along Adolph Avenue and neighboring streets are generated mainly by the neighborhood residents. She added that staff investigated a one-way street option with an angle parking design but determined that Adolph Avenue is too narrow to accommodate this option.

Referring to the license plate survey in Table 1, Commissioner Lewis observed that even more vehicles could belong to residents of Adolph Avenue but are not registered to addresses on that street.

Dave Roelen, Adolph Avenue, stated that his street has become a parking lot for the nearby commercial apartment complexes and requested a fair resolution to the problem. He noted that it was the responsibility of the apartment owners to provide adequate parking for their tenants but that there was no incentive for them to do so. He requested consideration of a six-month trial parking permit system, cul de sac, or one-way street with parallel parking on both sides as possible alternatives.

John Anagnost, West 242<sup>nd</sup> Street, sympathized with residents of Adolph Avenue, noting that homeowners on 242<sup>nd</sup> Street suffer the same maladies. He stated that he could not support a solution that only emphasizes Adolph Avenue and recommended a solution that would address 242<sup>nd</sup> Street as well.

Matthew Trimmer, Adolph Avenue, inquired if allotted parking spaces are provided to the apartment residents on 242<sup>nd</sup> Street.

Transportation Manager Semaan responded that parking spaces are provided with standards at the time the apartment buildings were designed and constructed. He reiterated that the City cannot differentiate between its residents by providing preferential parking to a select group. He noted that the apartment complexes on 242<sup>nd</sup> Street are strictly residential and not identified as commercial-residential.

Responding to Commissioner Clouch's inquiry, he explained that locations in the City utilizing permit parking systems have clearly defined uses where commercial or institutional uses are encroaching on residential uses.

Commissioner Clouch questioned how many residents utilize their driveways or garages and stated that he would be in favor of permit parking only if all allotted parking spaces were being utilized.

Avis Reyes, Adolph Avenue (no speaker card), stated that there is only one actual driveway on Adolph Avenue and that garages are located on the alley.

Commissioner Ulrich read the Vehicle Code's definition of a resident. He explained why permit parking is limited to commercial or educational infringement and how it often shifts the problem onto adjacent streets.

Norma Vanguard, Adolph Avenue (no speaker card), stated that residents on Adolph Avenue have been forced to park on the street due to construction in the alley.

Commissioner Galvin noted that the commercial trucks in the alley may be oversized and citable and recommended that new developments be required to provide four parking spaces per unit. She requested that staff consider restriping adjacent streets or creating additional parking in front of the apartment buildings on 242<sup>nd</sup> Street.

Transportation Manager Semaan responded that it was potentially doable but would require additional research. He advised that staff would explore the feasibility irregardless of the Commission's decision at this meeting.

Commissioner Tsao observed that apartment residents could park on Ocean Avenue, Vista Montana, or Newton Street, and asked staff to consider the development of a cul de sac or barrier to alleviate parking problems on Adolph Avenue.

In response to Commissioner Rische's inquiries, Transportation Manager Semaan advised that the City does not require residents to utilize their garages and that a cul de sac would impact circulation and not prohibit pedestrian access.

Commissioner Lewis stated that he could not support the request because Adolph Avenue is a City owned street and apartment dwellers have the right to park on it.

Chairperson Santome stated that he did not see a solution to the problem unless it is somehow made more attractive for apartment dwellers to park near their buildings. He observed that turning westbound from Adolph Avenue onto 242<sup>nd</sup> Street was dangerous due to poor visibility.

Dave Roelen, Adolph Avenue, requested that staff explore the possibility of developing a cul de sac or a one-way street with parallel parking.

**MOTION:** Commissioner Ulrich, with a second by Commissioner Galvin, moved to concur with staff recommendation to deny the request to implement a permit parking system along the 24200 block of Adolph Avenue. The motion passed 5-2 as reflected in the following roll call vote:

AYES: Commissioners Galvin, Lewis, Rische, Tsao, and Ulrich.

NOES: Commissioner Clouch and Chairperson Santome.

With Commissioner consensus, Chairperson Santome directed staff to explore the feasibility of implementing angle parking in front of the apartment buildings on 242<sup>nd</sup> Street between Neece and Newton Streets, developing a cul de sac at the north end of Adolph Avenue at 242<sup>nd</sup> Street, and making Adolph Avenue a one-way street with parallel parking.

At Chairperson Santome's request, Transportation Manager Semaan explained how traffic surveys are conducted.

#### **7b. REVIEW OF THE DRAFT OF CITYWIDE TRAFFIC ANALYSIS**

Staff requested that Commissioners provide further feedback and input regarding the draft Citywide Traffic Analysis.

Commissioner Clouch suggested that the analyses in the back of the document be grouped in chapters with each intersection studied. Staff explained why the data was compiled by area, noting that breaking it down as suggested would result in too large a document.

Chairperson Santome recommended additional use of tabbing, legends, and color coding to make the study easier to read and understand, that red sheets be included for intersections with substandard level of service, listing every page number that each intersection is mentioned, and differentiating intersections that are not expected to be impacted by future growth.

Transportation Manager Semaan explained that the Citywide Traffic Analysis was more of a professional technical staff document than a user document and discussed the need to take into consideration possible long-term growth.

In response to an inquiry by Commissioner Galvin, Transportation Manager Semaan responded that staff considers worst-case scenarios for vacant and underutilized parcels.

Commissioner Ulrich suggested including overlay maps to make the document more user-friendly and staff explained that this would be easier on a computer rather than text format.

In response to his inquiry about traffic growth rate on page 53, Transportation Manager Semaan stated that 1% increase per year reflects a conservative growth pattern.

Project Manager Sedadi stated that staff has already discussed revising Chapter 1 with the consultant to make it easier to locate detailed information.

Transportation Manager Semaan advised that there would be an index and more in-depth explanation for intersections that need improvements.

Commissioner Lewis suggested including diagrams for complex intersections.

Commissioner Rische recommended including a Frequently Asked Questions section.

Transportation Manager Semaan advised that copies of the Circulation Element of the General Plan would be mailed to Commissioners two weeks prior to the December Commission meeting and that the draft Citywide Traffic Analysis with further revision would be brought back in January or February 2008.

**8. ORAL COMMUNICATIONS #2**

**8a.** Referring to a proposal to develop a high school on Walnut Avenue, Commissioner Clouch asked staff to research street designations and traffic counts on Walnut Street between Sepulveda and the City of Lomita border.

**8b.** Commissioner Clouch expressed concern about a possible lack of cooperation with Cal Trans and staff provided background about the intersection of 235<sup>th</sup> Street and Western Avenue.

**8c.** Commissioner Ulrich requested that staff provide a list of intersections that have protective left turn phasing in the City so that he can conduct his own analysis.

**8d.** Commissioner Tsao asked staff to look at the pedestrian crossing signal at Hawthorne Boulevard and Carson Street.

**8e.** Commissioner Rische commented that placement of driveways for shopping centers, particularly at Sepulveda Boulevard and Anza Avenue, are a traffic hazard and slow traffic.

**8f.** Commissioner Rische stated that street signs on Carson Street and Madison Street are poorly placed and difficult to see due to the trees.

**8g.** Chairperson Santome discussed the incident of a four-way flashing red signal for 20 hours on Calle Mayor and Pacific Coast Highway and the slow response by Cal Trans.

**9. ADJOURNMENT**

At 9:25 p.m., Chairperson Santome adjourned the meeting to December 3, 2007 at 7:00 p.m. in the West Annex meeting room.

Approved as Amended December 3, 2007 s/ Sue Herbers, City Clerk
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