

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

1. **CALL TO ORDER**

The Torrance Traffic Commission convened in a regular meeting at 7:04 p.m. on Monday, November 7, 2005 in the West Annex Meeting Room at Torrance City Hall.

2. **SALUTE TO THE FLAG**

The Pledge of Allegiance was led by Commissioner Santome.

3. **ROLL CALL**

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

Absent: None.

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

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 Santome seconded the motion; a voice vote reflected unanimous approval.

5. **APPROVAL OF MINUTES: OCTOBER 3, 2005**

Minutes of the October 3, 2005 Traffic Commission meeting were not available.

7. **ORALS**

Transportation Manager Semaan requested that this item be considered out of order to allow a resident to speak.

Kevin Mackintosh, Tomlee Avenue, expressed concern regarding dangers of the transition of Tomlee Avenue onto Konya Drive. He distributed copies of the Los Angeles County Assessor's plot map for reference as well as a letter he submitted to the Community Development Department dated December 22, 2004. He stated that the original double yellow stripe and reflective "dots" at the transition from Tomlee Avenue onto Konya Drive were never reinstalled after the street was repaved. He stated that the Traffic Division advised him that the street was too narrow to stripe by today's current standards. He described the topography of the area and suggested the installation of a reduced speed limit warning sign and some type of center lane division to control speeds and mitigate the reduced line of sight due to the existing blind curve.

Responding to Chairperson Lewis' inquiry, he stated that most residents do not park on the street because of the difficulty of using their driveways, adding that he would not like to have parking eliminated in order to widen the street.

In response to Commissioner Tsao's inquiry, he stated that he believed the speed limit is 25 miles per hour but that it was not posted.

Commissioner Ulrich inquired if an exception could be made for installation of line delineation at the location. Transportation Manager Semaan explained that the street was too narrow to accommodate a driving vehicle and a parked car without forcing the driver over the center line. He offered to provide background information and service requests issued and to discuss possible resolutions with the Public Works Department.

Mr. Mackintosh noted that there was a similar problem where Tomlee Avenue becomes Edgemere and recommended the installation of a stop sign at the intersection of Spencer and Marialinda.

A roll call vote reflected unanimous approval to bring the item back to the Commission at a later date to address concerns raised by Mr. Mackintosh.

Commissioner Santome requested that staff provide a traffic collision history of the intersections and Commissioner Ulrich requested that a Torrance Police Department enforcement officer provide feedback.

6. **ITEMS UNDER CONSIDERATION**

6a. **DESIGN AND IMPLEMENTATION OF THE SIGNAL UPGRADE, LOCAL TRAFFIC CONTROL CENTER, AND THE INTELLIGENT TRANSPORTATION SYSTEM (ITS)**

With the aid of a power point presentation, Project Manager Sedadi provided background information on the conceptual design study for the South Bay area funded by the Los Angeles County Metropolitan Transportation Authority (METRO) in 1993. She stated that the objective of the study is to increase mobility, reduce congestion delay, and improve air quality. The three parts of the study are: Tier 1--the design and construction of operational improvements on 38 primary arterials, Tier II--the development, design, and implementation of a traffic monitoring system and communication network on the 38 arterials, and Tier III--the development of a Traffic Control System (TCS), deployment of Information Exchange Network (IEN) workstations at local agencies, and implementation of a Local Traffic Control Center (LTCC).

She discussed signal equipment and operations that include signal poles, signal heads, video detection, battery back up, cabinets, and controllers, noting that the video cameras do not take pictures but are in lieu of cutting loops on the pavement. She provided information on the three types of traffic detectors: inductive loops, microwave, and video detection.

Responding to Commissioner Santome's inquiry, Transportation Manager Semaan stated that the back up batteries are rechargeable and can last for 12 hours of full operation and up to 36 hours of flash red.

Project Manager Sedadi described the three types of traffic signal operations: Semi Traffic Actuated (STA), Pre-Timed, and the Full Traffic Actuated (FTA) that are mainly used in the City.

At Chairperson Lewis' request, Transportation Manager Semaan explained how video detection cameras function.

Project Manager Sedadi reported that the ITS Project encompasses 38 primary corridors listed in Figure 1 in the agenda material. She advised that in 2002 the City completed a Conceptual Citywide ITS Design Study to identify remaining vital arterials, such as Anza Avenue and 182nd Street, to tie in with the South Bay ITS Project. She stated that the City of Torrance ITS project will complete the City's signal operational network by improving: 1) traffic signal progression across jurisdictional boundaries, 2) response to traffic congestion and incidents, 3) traveler information via changeable message signs or web-based data, and 4) response to traffic signal malfunctions.

She discussed the major ITS equipment and facilities needed to implement an Intelligent Transportation System in Torrance: 1) an Advanced Traffic Management System (ATMS) to collect data from the street and send it to a central location, 2) a Local Traffic Control Center (LTCC) where signals are monitored and controlled, and 3) an Advanced Traveler Information System (ATIS) composed of field devices that distribute data to the public, such as a changeable message sign.

Transportation Manager Semaan explained the importance of jurisdictional coordination between the 17 South Bay cities, noting that Los Angeles County has agreed to control some cities' signal operations for them. He stated that other cities would have the ability look at Torrance's signals, volumes, and operations but would have no control over them or ability to override them.

Project Manager Sedadi stated that implementation and deployment would increase and enhance the efficiency of the City's signal operation and coordination, with the capability of viewing and managing the signal operational network, congestion, and incidents from a remote location. She noted that Los Angeles County Department of Public Works and City staff have been working together to coordinate the implementation of different elements under each tier of the ITS system in Torrance.

She provided additional information on the implementation and deployment of operational improvements in Tier 1, installation of field devices in Tier II, and additional traffic monitoring system and communications network in Tier III. She stated that Figure 2 in the agenda material shows the existing traffic communication network in the City and noted that CCTV cameras and communication gap closures will be installed where needed. She advised that the current approximately 59 traffic signals on-line would be upgraded to Econolite ICONS Traffic Control System in March 2006. She presented maps showing the Econolite ICONS System, Traffic Monitoring, and Intersection Display as well as the proposed Traffic Signal and Communication Architecture for the City's LTCC in Figure 3, noting that the tentative timeline for design and implementation of the LTCC is November 2006.

Responding to Commissioner Rische's inquiry, Transportation Manager Semaan advised that Torrance Fire Department trucks would be able to change signals as they enter an intersection.

Project Manager Sedadi concluded her presentation with an overview of the implementation of the County Informational Exchange Network (IEN) that is currently being reviewed by the Los Angeles County Department of Public Works and their legal council. She stated that the objectives of the IEN are to share information, focus on intersection traffic control, share signal control and monitoring, and provide real-time displays and incident response management.

Responding to Commissioner Santome's inquiry, Transportation Manager Semaan stated that all outside jurisdictions, including Cal Trans, would go through the IEN system that goes to the County and then back to the agency that would be looking at that information.

Transportation Manager Semaan stated that the Intelligent Transportation System has been moving forward since 1993, noting that anticipated schedules were tentative. He discussed the advanced technology for signal control that will allow improvement of level of service in the City.

In response to Chairperson Lewis' inquiry, he advised that the ITS was not directly related to the General Plan update but that the Citywide Traffic Study was tied into the Circulation Element of the General Plan.

Project Manager Sedadi requested that the Traffic Commission:

1. Review the staff report regarding the implementation of the Signal Upgrade, Local Traffic Control Center, and the Intelligent Transportation System;
2. Review the sample agreement with the Los Angeles County Department of Public Works;
3. Review and concur with staff's selection of the Econolite ICONS traffic signal control system software;
4. Review and concur with the Traffic Signal and Communication Architecture; and
5. Concur with staff recommendation to proceed to City Council for their review and approval.

MOTION: Commissioner Lee moved to concur with staff recommendation. Commissioner Tsao seconded the motion; a roll call vote reflected unanimous approval.

Commissioner Ulrich complimented staff for an excellent job.

Transportation Manager Semaan advised that staff has provided each Commissioner with an Introduction to the Circulation Element in preparation for the next Commission meeting, noting that additional critical information would be mailed to them. He stated that next month staff would present information on how traffic impact reports are conducted.

7. **ORALS**

Staff provided Commissioners with information on the development impact fee that has gone into effect and offered to send copies of the Ordinance to them.

Commissioner Santome inquired about installation of left turns at the intersection of Sepulveda and Cabrillo. Transportation Manager Semaan advised that

implementation was controlled by the developer and would probably occur the latter part of the project.

Regarding the intersection of Skypark Drive and Hawthorne Boulevard, he stated that improvements needed to go through Cal Trans.

When Commissioner Santome noted that the intersection of Calle Mayor and Pacific Coast Highway did not have an Opticom, staff explained that several intersections on Pacific Coast Highway and Hawthorne Boulevard were controlled by Cal Trans and were under their jurisdiction.

Responding to Chairperson Lewis' inquiry, Transportation Manager Semaan stated that the recreational vehicle issue would go before City Council the end of this month or December 2005.

8. **ADJOURNMENT**

At 8:33 p.m., Chairperson Lewis adjourned the meeting to December 5, 2005 at 7:00 p.m. in the West Annex meeting room at Torrance City Hall.

Approved as Submitted December 5, 2005 s/ Sue Herbers, City Clerk
