

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

**1. CALL TO ORDER**

The Torrance Traffic Commission convened in a regular meeting at 7:02 p.m. on Monday, June 2, 2014 in the West Annex meeting room at Torrance City Hall.

**2. SALUTE TO THE FLAG**

Commissioner Sargent led the Pledge of Allegiance.

**3. ROLL CALL**

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

Absent: Commissioners Furey and Habel.

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

**MOTION:** Commissioner Rudolph moved to grant excused absences to Commissioners Furey and Habel for the June 2, 2014 Traffic Commission meeting. Commissioner Herring seconded the motion; the motion passed on a 4-1 roll call vote (Commissioner Sargent voting not to grant an excused absence to Commissioner Furey).

**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**

Minutes were not available.

**6. ORAL COMMUNICATIONS #1**

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

Mario Obejas, Bindewald Road, representing South Bay Bicycle Coalition, stated that Torrance approved the South Bay Master Plan but is noticeably absent in implementing it. He encouraged the Commission to inquire about Torrance's involvement in and contribution to the South Bay Master Plan and working with surrounding cities.

**7. ITEMS UNDER CONSIDERATION**

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

Associate Engineer Sedadi provided background on the item, continued from the May 5, 2014 Traffic Commission meeting. She requested that the Commission concur with the developed policy regarding the installation of Signal Modification Right Turn Overlap Arrows (RTOA): “Intersections will be considered and analyzed when a request has been received. Staff will conduct a preliminary analysis using the developed matrix to determine candidate intersections for further consideration for implementation of RTOA. The implementation of recommended RTOA will be accomplished via CIP.” She noted the following criteria: Existing Dedicated Right Turn Lane; Concurrent U-Turn Movement Restriction; Right Turn Movement Level of Service; and upcoming CIP projects for implementation. Referring to the matrix in Attachment A, she explained the color coding and noted that very few intersections can be implemented based on all three categories.

Engineering Manager Semaan stated that Level of Service (LOS), not just physical elements, is extremely critical when staff analyzes an intersection. He explained that LOS D and above is acceptable, noting that there are three locations where that potential exists: #9 Carson Street and Mall/Del Amo Circle; #15 Crenshaw Boulevard and Lomita Boulevard; and #33 Crenshaw Boulevard and Pacific Coast Highway. He noted that physical elements may be present at other intersections but the need is not there.

In response to Commissioner Sargent’s request, Engineering Manager Semaan explained that LOS is A through F, with F being the most degraded. He noted that Level D and above means that all movements at an intersection can be serviced in a single cycle. He briefly described the two methods used to determine LOS and pointed out that LOS analysis refers to current, near term, and long term projections.

Commissioner Rudolph questioned when the Commission has an opportunity to provide its input on a project, and Engineering Manager Semaan explained that operational improvements are based on technical data and are not generally brought before the Commission.

Commissioner Sargent suggested adding verbiage saying that if an intersection is included in a CIP, staff will conduct a preliminary analysis using the developed matrix to determine candidate intersections.

Commissioner Rudolph concurred, noting that anything that automatically happens should be considered if it might provide an opportunity to improve traffic flow.

Engineering Manager Semaan stated that most development projects require a Traffic Impact Analysis and, if an increase in LOS is determined, conditions of approval could be asked for that project.

Chairperson Siani initiated a brief discussion regarding construction at Del Amo Mall and increased traffic.

Engineering Manager Semaan stated that developments go through the Planning Commission and City Council and do not come before the Traffic Commission. He explained the entitlement process and how net increase in square footage of an establishment is the only thing that can be looked at when doing a Traffic Impact Analysis. He offered to reword the policy and bring it back with a complete matrix.

**7b. QUARTERLY TRAFFIC COMMISSION SUMMARY OF REQUESTS**

Engineering Manager Semaan presented the Quarterly Traffic Commission Summary of Requests encompassing the months of October and November 2011 and June 2013 to June 2014. Referring to Lowes/Costco split phasing, he advised that signal phasing and timing is still under review. He reported that the bid opening date for Caltrans improvements at 182<sup>nd</sup> Street and Hawthorne Boulevard is scheduled for June 2014. Referring to Commissioner Habel's concern regarding signal timing at Arlington Avenue and Sepulveda Boulevard, he stated that Operations & Engineering has been asked to investigate. He stated that installation of red curb along the north side of 182<sup>nd</sup> Street west of Bailey Drive has been completed.

Commissioner Sargent requested that estimated completion dates be added to the report.

**8. ORAL COMMUNICATIONS #2**

**8a.** Commissioner Bajaj stated that it is difficult to merge into one lane when driving westbound on 182<sup>nd</sup> Street just past Hawthorne Boulevard due to the Metro bus zone.

Engineering Manager Semaan offered his understanding that Caltrans is not doing any channelization, adding that the location is in the City of Redondo Beach.

**8b.** Commissioner Bajaj stated that he has observed several tour buses coming into Torrance to visit breweries and wondered if the City is receiving any monetary compensation.

**8c.** Commissioner Rudolph asked staff to provide an update on the Bicycle Master Plan.

**8d.** Commissioner Sargent shared information about his recent visit to the Bay Delta area on the Metropolitan Water District inspection tour.

**8e.** Commissioner Herring received clarification from staff that a Special Events Committee would handle the proposed triathlon coming to Torrance in September.

**8f.** Commissioner Herring relayed a resident's concern regarding confusion about lane configuration when traveling westbound on Plaza del Amo at Arlington Avenue.

Engineering Manager Semaan offered to look at the channelization of the intersection.

**8g.** Chairperson Siani discussed the difficulty she had trying to get an oversized vehicle permit.

**8h.** Mario Obejas stated that Strava Labs has put out heatmap showing options for bicycle lanes.

**8i.** Mario Obejas offered his observation that the overpass at South High School should be expanded past the access road.

**8j.** Engineering Manager Semaan asked the Commission to consider going dark in July and adjourning to August 4, 2014.

**9. ADJOURNMENT**

**MOTION:** At 8:30 p.m., Commissioner Sargent moved to adjourn the meeting to August 4, 2014 at 7:00 p.m. in the West Annex meeting room, Torrance City Hall. Commissioner Herring seconded the motion; the motion passed on a 4-1 roll call vote (Commissioner Rudolph voting no).

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Approved as amended August 4, 2014 s/ Rebecca Poirier, City Clerk
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