

**TRAFFIC AND SAFETY COMMITTEE MEETING
MINUTES
JULY 29, 2008**

CALL TO ORDER

Chairman Addleman called the meeting to order at 6:00 p.m.

COMMITTEE MEMBERS PRESENT

Chairman Addleman
Donald Hugh
Tom Judge
Nell Mirels
Larry Vanden Bos

COMMITTEE MEMBERS ABSENT

Clark Davis
Jerry Gliksman
Gerald Lum
Arthur Wisot

STAFF MEMBERS PRESENT

Samuel R. Wise, Assistant City Manager
Greg Grammer, Assistant to the City Manager
Erik Zandvliet, Traffic Engineer

APPROVAL OF MINUTES, APRIL 2, 2008

THERE BEING NO OBJECTION, CHAIRMAN ADDLEMAN ORDERED

THE TRAFFIC AND SAFETY COMMITTEE MINUTES OF APRIL 2, 2008,
APPROVED AS PRESENTED.

AUDIENCE ITEMS WRITTEN/ORAL COMMUNICATIONS NOT ON AGENDA

None.

DISCUSSION ITEMS

PVDN TRAFFIC SIGNAL COORDINATION

Traffic Engineer Zandvliet summarized the staff report per written agenda material and stated that one of the most cost effective ways to reduce congestion and improve traffic safety is to implement traffic signal coordination along arterial streets. He added that in Fiscal Year 2007-08 City Council approved funding to provide a traffic signal coordination system along Palos Verdes Drive North at the following five intersections:

1. Palos Verdes Drive North at Palos Verdes Drive East
2. Palos Verdes Drive North at Dapplegray School
3. Palos Verdes Drive North at Rolling Hills Road
4. Palos Verdes Drive North at Crenshaw Boulevard
5. Palos Verdes Drive North at Hawthorne Boulevard

The Traffic Engineer presented a computerized simulated version of traffic conditions depicting how the intersections functioned with the time based coordination. He described the before and after conditions as follows:

Prior to the City's traffic signal timing changes, the uncoordinated traffic signal controllers generally ran in a "free" operation, meaning that the main street stayed green until vehicles approached on the side street. Once a side-street vehicle was detected, the signal controller turned the main street red after a gap in traffic occurred or after a maximum "green" time, whichever occurred first. In this way, the main street traffic had priority up to a certain maximum time. The exception to the "free" operation was at PVDN / Rolling Hills Road, where the signal operated "fixed time" between 6-9am and 3-7pm, and provided 100 seconds of green on PVDN and 20 seconds each on Rolling Hills Road and Portuguese Bend Road.

In July 2008, the new timing plans using a software application to optimize the traffic flow along 2.3 miles of PVDN was installed at the five traffic signals. The signals operated within a cycle time of 120 seconds, so that the signals would turn green on PVDN at the proper time during each cycle, thereby opening the "window" for approaching vehicles a certain number of seconds after the upstream signal turns green. The cycles are synchronized by referencing the "clock", so that all controllers start the cycles at the same exact moment each day. There are two coordinated periods of the day, 6-9am and 2-7pm weekdays and one coordinated period on the weekends from 8am to 7pm. At all other times, the signals return to "free" operation.

In conclusion, the Traffic Engineer added that at this time, the initial coordination is operational and is being fine-tuned to refine the timing parameters for best vehicle progression. Subsequent studies will be conducted the next month and after school resumes in the fall to determine if the program is operating optimally.

Discussion ensued regarding the signal modifications and their potential impact on the north/south traffic on Hawthorne and Crenshaw Boulevards; stacking at left-turn pockets; accessing PVDN from non-signalized streets; and traffic exiting Dapplegray School. The Traffic Engineer noted these concerns and added he would conduct follow-up field observations to ensure these problems were minimized.

Following discussion, it was the consensus of the Traffic and Safety Committee to receive and file this report.

INTERSECTION IMPROVEMENTS AT PVDN AND ROLLING HILLS ROAD

Assistant City Manager Wise reported that City Council had concurred with the Committee's recommendation for this intersection, and staff was directed to seek funding sources including approaching the City of Rolling Hills regarding the availability of their Prop 1B Funds.

COMMITTEE MEMBER ITEMS

None.

ADJOURNMENT

There being no objection, Chairman Addleman adjourned the meeting, the time being 6:35 p.m.

Respectfully submitted,

Samuel R. Wise
Assistant City Manager

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