

**TRAFFIC AND SAFETY COMMITTEE MEETING
MINUTES
November 16, 2006**

CALL TO ORDER

Chairman Zerunyan called the meeting to order at 6:05 p.m.

PRESENT

Chairman Zerunyan
Jerry Gliksman
Tom Judge
Gerald Lum
Donald Hugh
Nell Mirels
Larry Vanden Bos
Arthur Wisot

(Larry Vanden Bos exited at 6:46 p.m., and Donald Hugh entered at 8:15 p.m.)

COMMITTEE MEMBERS ABSENT

Steve Pekich
Clark Davis

STAFF MEMBERS/CONSULTANTS PRESENT

Samuel R. Wise, Assistant City Manager
Niki Cutler, Senior Planner
Erik Zandvliet, City Traffic Engineer
Dennis M. Pascua, DKS Associates, Consulting Traffic Engineer
Sergeant Paul Creason

APPROVAL OF MINUTES, APRIL 6, 2006

Mr. Gliksman moved, seconded by Mr. Lum,

TO APPROVE THE TRAFFIC AND SAFETY COMMITTEE MINUTES OF APRIL 6, 2006.

There being no objection, Chairman Zerunyan so ordered.

AUDIENCE ITEMS WRITTEN/ORAL COMMUNICATIONS NOT ON AGENDA

Sergeant Creason introduced Greg Evans from the Los Angeles County Sheriff's Department.

DISCUSSION ITEMS

PENINSULA VILLAGE DRAFT PROGRAM EIR

Chairman Zerunyan gave some opening comments, stating that the focus of the meeting should be on the technical traffic issues. No decisions regarding the number of residential units has been made.

Assistant City Manager Wise also gave some opening comments, stating that this is an opportunity to comment on the Peninsula Village Draft EIR as part of the CEQA review process, which is now in its public comment period. Consensus comments are valuable; however, any member of the public and this body can comment any time until the end of the public review period, which is December 18. He added that the comments from Committee Members from this meeting would be recorded and included in the EIR document.

Senior Planner Cutler gave an overview of the history of the project. In 1992 the city adopted its general plan, with the idea of doing mixed-use and in 1997 added a mixed-use overlay zone with 22 dwelling units per acre. Various consultants have come through the years, and the project has decreased in area for permitted residential development from 98 acres down to about 34, while increasing the amount of permitted density on that area. This reduces the number of units from approximately 2,000 to approximately 900 (400,000 square feet) as a jumping off point for the analysis in the EIR.

DKS Associate Pascua reviewed the comprehensive traffic impact analysis, which was prepared based on the requirements and policies of the city and the Los Angeles County Congestion Management Program. Based on those criteria, 24 intersections were analyzed for an existing 2025 condition, a 2025 condition with the existing overlay of 2,000 approved, a 2025 condition with an assumed 900 units, and

a 2025 condition with a 20% reduction alternative from the 900 units. With the existing overlay more than half of the intersections are significantly impacted. With proposed project, 9 intersections out of the 24 would be impacted, and all but one could be mitigated, which is a CMP intersection at Hawthorne and PCH, which is out of the jurisdiction of the city, although the city could recommend an additional right turn lane. The alternative 20% reduction analysis took that impact and removed it from the project, but the local impact would still remain the same.

1. **Roxcove Drive/Silver Spur Road. Install a traffic signal upon level of traffic volumes that meet with peak-hour signal warrant.**

Traffic Engineer Zandvliet commented that the installation of a traffic signal would be triggered at a point when it is justified, not automatically.

Ms. Mirels asked whether the traffic signals would be timed together, and Traffic Engineer Zandvliet responded that as city policy, they will have to be synchronized.

Chairman Zerunyan stated that Roxcove is immediately adjacent to what will remain of the commercial property on one side. The other side is owned by six or seven different owners, and any projects there would take years to develop. There's not much more the city can do to improve traffic flow other than add a signal there.

2. **Crenshaw Boulevard/Silver Spur Road. Re-stripe the second through lane to a shared through and right-turn lane on the southbound approach on Crenshaw Boulevard.**

Chairman Zerunyan stated that this an important intersection, as it is an entryway to the Village area.

Mr. Gliksman suggested that the suggested mitigation measures for all intersections in the report should go to the same level of explanation and detail for consistency.

Mr. Vanden Bos asked whether an additional physical lane should be added instead of re-striping or redoing the middle lane, which would resolve the issue. DKS Associate Pascua responded that Staff would like to work within the existing right of way. Traffic Engineer Zandvliet stated that there would be more capacity with two right turn lanes and two through lanes. Assistant City Manager Wise added that the city's policy is to try to preserve any landscape.

Chairman Zerunyan stated that it's the entryway to the Village area, and a portion of the park could be used and maybe even do a median for more open space or move it around for entry into the Village, which would benefit not only the traffic issue but also give the site for a grander entry. Traffic Engineer Zandvliet added that the right turns could be separated from the signal all together.

Ms. Mirels suggested that any proposed changes should be drawn up so that the policy makers can get a picture in their mind. Assistant City Manager Wise responded that it would come back to this body in great detail.

3. **Deep Valley Drive/Silver Spur Road. Install a traffic signal upon level of traffic volumes that meet the peak-hour signal warrant.**

Chairman Zerunyan suggested that it's way too close to Crenshaw to install another traffic signal. An exit valve could be created from Deep Valley by excluding turning left onto Silver Spur, thereby making only a right turn onto Silver Spur or a left turn onto Deep Valley. Mr. Wisot agreed that's more acceptable.

Traffic Engineer Zandvliet stated that he has seen it done both ways. It would have to be synchronized in both directions, and they would act as one traffic signal, which happens a lot. The other method is half a traffic signal, and the next signal down takes the brunt of that traffic. Two traffic signals would be created instead of one, which would make it more urban.

Mr. Judge commented that there is a current traffic problem at that intersection. Anybody in the medical building knows you don't go down Deep Valley and take a left; you go up. Cars coming up Crenshaw stop at a red light and then take a right turn.

Chairman Zerunyan suggested avoiding a traffic signal all together at that intersection by closing the left turn, extending the median and making it a right turn only. Traffic Engineer Zandvliet agreed that would be a good way to avoid crossing traffic.

DKS Associate Pascua asked about the old McDonalds site and whether it would isolate them on the corner and limit crossing pedestrians. Traffic Engineer Zandvliet agreed that's another consequence.

Chairman Zerunyan pointed out that there's no reason to cross there. There's a light where Long's Drugs is. Nothing is taken away by not having a traffic light there, and the more lights, the more urban the city. Senior Planner Cutler agreed, stating that a light at Roxcove is more important.

DKS Associate Pascua added that there is enough capacity at Roxcove, Beachgate and Drybank to handle that traffic onto Silver Spur.

Mr. Judge commented that there are few cars that come up and take Roxcove, and Roxcove won't see an increase in traffic. Ms. Mirels pointed out that the increase in traffic will come from the proposed apartments and medical center.

Mr. Gliksman suggested a small concrete barrier, similar to the one near Burger King.

Mr. Lum suggested two right turn lanes from Crenshaw onto Silver Spur would cause some weaving. Traffic Engineer Zandvliet agreed that to get to the post

office from the rightmost of the right lanes, weaving into the leftmost lane would be required; however, repeat users aren't going to do that. It can also be marked out.

DKS Associate Pascua advised that there are simulation tools to analyze a left turn from Deep Valley onto Silver Spur, the effect of two lanes and any weaving problems. The tools will analyze whether it exceeds a pocket length.

Mr. Judge asked about when someone wants to go south on Crenshaw and someone else wants to turn right onto Silver Spur. Traffic Engineer Zandvliet responded that there would not be a right turn arrow with a through right lane. Mr. Gliksmann stated that lanes dedicated to right turn only could have the right arrow.

4. **Silver Spur Road/Hawthorne Boulevard. Add a second (dual) left-turn lane and a right-turn lane on the westbound approach on Silver Spur Road; Add second (dual) left-turn lane and re-stripe the right-turn lane to a shared through and right-turn lane on the northbound approach on Hawthorne Boulevard; add a second (dual) left-turn lane on the southbound approach on Hawthorne Boulevard.**

Traffic Engineer Zandvliet explained that the first suggestion is in front of the bank with a median in the middle of the road and a little extra space along the curb line. Those two would be used up in order to make the double left-turn pocket. There would still be two lanes that go westbound to the far side, crossing Hawthorne. On westbound Silver Spur, there would be a dedicated right turn to northbound Hawthorne.

Traffic Engineer Zandvliet then explained that the second suggestion is to add a second or dual left-turn lane and re-stripe the right turn lane headed downhill, taking away the center median space and removing on-street parking and shifting lanes a little bit in order to make the right-turn pocket and second dual left turn lane.

Traffic Engineer Zandvliet then explained the third suggestion of adding a dual left turn lane, taking away a parking area in order to shift the lanes around.

Mr. Gliksmann commented that the only thing shrinking lanes is the first suggestion and asked whether a ten-foot left turn was sufficient for truck traffic. Traffic Engineer Zandvliet responded that it's a matter of how the path of the truck goes, so signage could be used to now allow trucks in the inside of the left turn pocket, and this is not a heavy truck route.

Mr. Gliksmann pointed out that today there are two lanes going to one lane. DKS Associate Pascua agreed, adding that all that's been done is an addition of a right turn.

5. Silver Spur Road/Palos Verdes Drive North. Add a second left turn lane and convert the existing right-turn lane to a free right-turn lane on the northbound approach on Silver Spur Road; re-stripe the shared through and left-turn lane to an exclusive left-turn lane; add a through lane and convert the existing right-turn lane to a free right-turn lane on the eastbound approach on Palos Verdes Drive North.

Mr. Gliksman stated the 2025 is an implication of the additional shopping and additional residents. There will be an increase in traffic volume to go westbound on Palos Verdes Drive North. Traffic Engineer Zandvliet commented that the predominant movement would be Palos Verdes Drive North westbound, and there's no more additional room at that intersection.

Traffic Engineer Zandvliet stated that this is to avoid another traffic signal, and if another lane is not added, there has to be a merge. This is what happens when more traffic is added to a city. The design of the other merges is way too short, and these would be a lot longer.

Ms. Mirels agreed that a traffic light should be avoided, unless absolutely necessary. Mr. Judge stated that pretty soon the city will have lights at every intersection. Chairman Zerunyan commented that every city is going to have growth, even with no additional building.

Mr. Gliksman pointed out that this is already not a good system. If you go to 2025 and the total impact of people, if somebody is annoyed enough about that left turn, they'll make a right turn on Hawthorne and go down to where there's a traffic light. If the consensus is no traffic light, leave it alone. Don't put a merge lane in. A well-designed merge lane is still a potential traffic hazard. The cars can wait a minute or two or take another route.

Mr. Judge suggested the cars should come through the intersection during off-peak hours if there is a problem. Chairman Zerunyan reminded Mr. Judge that there are pick-ups and parents driving from school to home who don't have a choice on timing. Staggering times for employers and schools is already in the mix, even before any additional development. The regional outlook for 2030 is an additional 14 million people for the SCAG region, which consists of six counties, and that doesn't even contemplate development. No matter what happens those issues have to be dealt with.

Senior Planner Cutler pointed out that from CEQA perspective, the plan has to address the overriding conditions that won't mitigate the impact of the project on this intersection, and there may be political implications.

Traffic Engineer Zandvliet stated that if you have big backups, you have noise and air pollution impacts too, so there's a snowballing effect. There is some flexibility because there's a review of conditions, so we can choose to implement the measures, as long as we're holding to a level of significance.

6. **Hawthorne Boulevard/Palos Verdes Drive North. Add a second (dual) left-turn lane on the southbound approach on Hawthorne Boulevard; add a second (dual) left-turn lane and re-stripe the right-turn lane to a shared through and right turn lane on the westbound approach on Palos Verdes Drive North; re-stripe the shared through and left-turn lane to a left-turn lane and add another through lane on the eastbound approach on Palos Verdes Drive North.**

Mr. Gliksman asked how the developers would be taxed with a reduction down to 900 units. Chairman Zerunyan advised that the issue of development impact fees is under consideration by the City.

Mr. Judge pointed out that the through lane and right turn lane would have to be shared for two lanes going south. Traffic Engineer Zandvliet responded that's typical of an intersection. Mr. Judge stated that there aren't many cars taking a left onto Silver Spur, and it seems crazy to put two left turn lanes there and re-stripe the through lane. Traffic Engineer Zandvliet responded that another through lane is being added, not re-striping a through lane. Mr. Judge expressed his concern with another merge.

7. **Crenshaw Boulevard/Palos Verdes Drive North. Re-stripe the No. 2 northbound through lane on Crenshaw Boulevard to a shared through and right-turn lane and provide right turn overlap phasing; re-stripe the right-turn lane to a shared through and right-turn lane on the southbound approach on Crenshaw Boulevard and provide a third return lane on the other side of the intersection that will merge back to two lanes; coordinate the traffic signal with Palos Verdes Drive East/Palos Verdes Drive North and Rolling Hills Road/Palos Verdes Drive North to ensure efficient traffic operations at this signal.**

Traffic Engineer Zandvliet suggested providing a right turn overlap phasing for the northbound right turn lane on Crenshaw, allowing the right turns to go at the same time as the left turns in the opposite direction. Mr. Gliksman responded that the reason it's the way it is today is to allow cross traffic and Westfield folks to get out. An additional flow pattern would be added eastbound from northbound Crenshaw to Palos Verdes Drive North. The current setup works reasonably well. DKS Associate Pascua suggested keeping them both north.

Senior Planner Cutler asked whether the dual right shared through and right turn were okay, and Mr. Lum responded that it puts more load on Palos Verdes Drive North. Traffic Engineer Zandvliet agreed and stated that's why the last bullet is important.

Traffic Engineer Zandvliet continued that at crunch time, the intersection would be beyond capacity on Palos Verdes Drive North. At other times coordination could work if Dapplegray school doesn't interrupt it.

Chairman Zerunyan agreed that Dapplegray School contributes significantly to congestion on Palos Verdes Drive North and commented that he will talk to the school district and suggest a 9:00 a.m. start time. Staggering will be needed because there is also Rancho Vista school, only two miles apart on the same street, and Chadwick off of Palos Verdes Drive North.

DKS Associate Pascua stated that some of the issues go away with the reduced alternative, and Traffic Engineer Zandvliet stated that even after approval of the project the mitigating measures won't be triggered until later in the project.

Traffic Engineer Zandvliet suggested taking the right turn pocket in front of City Hall and making it a through right for a third merge lane on the opposite side of the street next to the academy.

8. Palos Verdes Drive East/Palos Verdes Drive North. Add a right turn overlap in the southbound direction and prohibit U-turns in both the eastbound and westbound directions; coordinate the traffic signal with Palos Verdes Drive East/Palos Verdes Drive North and Rolling Hills Road/Palos Verdes Drive North.

Traffic Engineer Zandvliet stated that this allows right turns at the same time as left turns. DKS Associate Pascua clarified that when the eastbound traffic turns left, the right turn traffic will have a green arrow to just keep on going, and U-turns cannot be allowed due to the right turn overlap for the southbound direction.

Mr. Gliksman stated it would be more constricting than leaving the green arrow off and permitting people to make a U-turn, which happens often. It would add a little bit of safety because looking left down Palos Verdes Drive North is difficult. It's already dangerous to do it on the red.

9. Rolling Hills Road/Palos Verdes Drive North. Re-stripe the right-turn lane to a shared through and right-turn lane on both eastbound and westbound approaches on Palos Verdes Drive North; coordinate the traffic signal with Crenshaw Boulevard/Palos Verdes Drive North and Palos Verdes Drive East/Palos Verdes Drive North to ensure efficient traffic operations at the signal.

Traffic Engineer Zandvliet stated that right turn only pockets would be changed to through rights and merge beyond the intersection, and more merge lanes would have to be created. The city already has the right of way, but the roadway would have to widen just at the intersection.

Mr. Gliksman commented that it's taken the city years to get that to as good as it gets, and adding a merge would throw that out. Mr. Judge commented that it's going to be a passing lane, no matter what you call it.

Traffic Engineer Zandvliet pointed out that it's not the lane that limits how many cars can get through; it's the intersection. So, each time you have a green light,

if you can get two lanes through instead of one, you're going to add more capacity at the signal. It's always the intersection that restricts how many cars, so these are the methods to increase the capacity on Palos Verdes Drive North without adding another lane down the street. Otherwise, traffic will be backed up at the intersections, and there will be impacts and traffic in the neighborhoods. Mr. Judge stated that if they come north on Crenshaw and take a right and fill it up, there's a single lane beyond the merge lane that's already full.

10. Hawthorne Boulevard/Pacific Coast Highway. Add a right-turn lane on the northbound approach on Hawthorne Boulevard.

Traffic Engineer Zandvliet stated that this is now a vacant lot, which was an old Shell station, and Torrance is trying to acquire that parcel and is considering a call for projects for that intersection. Whatever develops on that corner, they're going to ask for the additional right of way. The mitigation is requesting that we support a project that would add capacity at that intersection. We would contribute a share proportionate to our added traffic. The traffic study was split between residence and retail trips generated. Office and retail gets some regional draw from outside the city, but a lot of residential uses are the trips generated away from the hill. The impacts from PCH and the outlying areas are generated because of the residential units. If a measure is not implemented at an intersection, the city's own residents are going to be restricted from getting to the Village. DKS Associate Pascua added that's why the alternative reduction was based on the residential and office development.

Traffic Engineer Zandvliet stated that the new traffic is not generated by new people coming in, but by current residents going to the Village. There are now twice as many trips as there were 20 years ago. Even if another unit is not added on the whole peninsula, twice as many trips will be added again.

Chairman Zerunyan thanked the attendees for their time and reminded them to provide any further comments to Staff before December 18 and attend the City Council meetings when these issues come up.

COMMITTEE ITEMS

None.

ADJOURNMENT

There being no objection, Chairman Zerunyan adjourned the meeting, the time being 8:50 p.m.

eda/jc