

TRAFFIC AND SAFETY COMMITTEE MEETING**MINUTES****JULY 30, 2002****CALL TO ORDER**

Chairman Zuckerman called the meeting to order at 7:30 p.m.

COMMITTEE MEMBERS PRESENT

Chairman Zuckerman

Clark Davis

Jerry Gliksman

Tom Judge

Gerald Lum

Arthur Wisot

COMMITTEE MEMBERS ABSENT

Donald Hugh

Nell Mirels

Larry Vanden Bos

Frank Zerunyan

STAFF MEMBERS PRESENT

Samuel R. Wise, Assistant City Manager

Erik Zandvliet, Traffic Engineer

Lew Gluesing, Traffic Engineer

Traffic Investigator Souza

APPROVAL OF MINUTES, APRIL 30, 2002

Chairman Zuckerman corrected the minutes, Page 2, Paragraph 2, second sentence under TRAFFIC SAFETY STUDY, to read: "He added that funding was available through Cal TRANS to complete ~~some of the suggested~~ QUALIFIED improvements, however, the accident rates in Rolling Hills Estates were too low to meet any of the funding criteria."

THERE BEING NO OBJECTION, CHAIRMAN ZUCKERMAN ORDERED

THAT THE TRAFFIC AND SAFETY COMMITTEE MINUTES OF APRIL 30, 2002, BE

APPROVED AS CORRECTED.

AUDIENCE ITEMS WRITTEN/ORAL COMMUNICATIONS NOT ON AGENDA

None.

DISCUSSION ITEMS

Rollingwood Traffic Studies – Traffic Engineer Zandvliet presented a traffic calming study for the Rollingwood neighborhood in response to a petition for speed humps from the homeowners submitted to City Council earlier this year. Mr. Zandvliet reviewed numerous potential traffic calming measures including enhanced police enforcement, speed humps, three-way "Stop" signs at intersections, neighborhood traffic calming signs, radar speed trailer, resident education, curve or downhill warning signs, and center median/landscaping bulb-outs. In conclusion, Mr. Zandvliet recommended the following traffic safety measures be implemented:

1. Install a three-way "Stop" controlled intersection at Kingspine and Willow Wood Roads.
2. Additional police presence and periodic placement of the speed trailer.
3. Continued driver education through HOA handouts.

Various residents of the Rollingwood HOA addressed the Committee, including Mr. Jim Elliott, Dave Breeding, and Lily Tsai. The homeowners reported that the traffic calming measures implemented thus far including the use of the speed board, resident education, signage and police presence was not completely effective in addressing the neighborhood speeding problem. They supported Mr. Zandvliet's recommendations, but strongly recommended the placement of speed humps at various locations throughout the tract to discourage speeding.

Following extensive discussion by the Committee, Member Wisot moved, seconded by Member Glikzman

TO APPROVE: 1) INSTALLATION OF A THREE-WAY "STOP" CONTROLLED INTERSECTION AT KINGSPINE AND WILLOW WOOD ROADS; 2) ADDITIONAL POLICE PRESENCE AND PERIODIC PLACEMENT OF THE SPEED TRAILER; 3) CONTINUED DRIVER EDUCATION THROUGH HOA HANDOUTS; AND 4) UNDERTAKE A SPEED HUMP ENGINEERING ANALYSIS FOR KINGSPINE AND WILLOW WOOD ROADS, INCLUDING TRAFFIC COUNTS AFTER SCHOOL BEGINS, IN ORDER TO ESTABLISH BASELINE CONDITIONS.

THERE BEING NO OBJECTION, CHAIRMAN ZUCKERMAN SO ORDERED.

Dapplegray Traffic Studies – In response to a letter submitted by the Dapplegray Lane Property Owners Association (DLPOA) Traffic Committee, Mr. Zandvliet presented a traffic calming study for this tract. He reviewed specific alternatives suggested in the letter, including radar speed traps, speed humps, three-way "Stop" signs on Dapplegray Lane, painted crosswalks at the intersections, reduced speed limits, and a "Keep Clear" zone on Palos Verdes Drive North at Dapplegray Lane. In addition, the Traffic Engineer also considered neighborhood traffic calming signs, use of the radar speed trailer, resident education, curve or downhill warning signs, and center medians/landscaping bulb-outs. In conclusion, Mr. Zandvliet recommended the following:

1. The use of neighborhood traffic calming signs.

2. A "Keep Clear" zone on Palos Verdes Drive North.

3. Additional police presence/speed trailer.

He further recommended that continual driver education be provided by the POA and the future consideration of appropriate curve warning signs after these measures are implemented if speeding is a continual problem. The following residents from the DLPOA addressed the Committee: Pam Buckley, Bonnie Tannehill, Susan Rogers, Sydney Michel, and Phil Ambro.

The overall neighborhood consensus was that numerous efforts throughout the past years had not adequately addressed the speeding motorists issue in the Dapplegray tract. Audience members strongly favored an overall reduction in the speed limit below 25 mph and the use of speed humps in selected locations. Some audience members also suggested three-way "Stop" signs at the intersection of Dapplegray and Buckskin Lanes.

Mr. Zandvliet reported that the California Vehicle Code (CVC) limits the authority of a City to set speed limits. He stated that CVC Section 22352 states that the prima facie speed limit on residential streets is 25 mph unless otherwise authorized by the Code and justified by an Engineering and Traffic Survey. Decreases below 25 mph on a residential street are only allowed near a school or senior center or on a narrow street if justified by an Engineering and Traffic Survey. A decrease in the speed limit for narrow streets as permitted by CVC Section 22358.3 would not apply to Dapplegray or Buckskin Lanes because both streets are over 25 feet wide. The CVC also explicitly states that the street width, curvature, grade or surface conditions or other conditions that are readily apparent to the driver are not sufficient justification for downward speed zoning.

Member Gliksman stated that the City had completed numerous studies in the Dapplegray tract in the past and recommended that the City move forward with the POA's preference for adding speed humps at selected locations throughout the neighborhood. He volunteered to meet with staff to identify appropriate locations that would be compatible with the neighborhood.

Following extensive discussion, Member Judge moved, seconded by Member Gliksman

TO IMPLEMENT THE FOLLOWING: 1) THE USE OF NEIGHBORHOOD TRAFFIC CALMING SIGNS; 2) A "KEEP CLEAR" ZONE ON PALOS VERDES DRIVE NORTH; 3) ADDITIONAL POLICE PRESENCE AND PERIODIC PLACEMENT OF THE SPEED TRAILER; 4) INSTALLATION OF A THREE-WAY "STOP" CONTROLLED INTERSECTION AT DAPPLEGRAY AND BUCKSKIN LANES; AND 5) DIRECT THE TRAFFIC ENGINEER TO MEET WITH POA REPRESENTATIVES AND IDENTIFY APPROPRIATE LOCATIONS FOR SPEED HUMPS AND RECOMMEND INSTALLATION DIRECTLY TO CITY COUNCIL.

THERE BEING A UNANIMOUS CONSENSUS AND NO OBJECTION, CHAIRMAN ZUCKERMAN SO ORDERED.

Marloma Traffic Studies – Traffic Engineer Zandvliet presented a neighborhood traffic calming study for the Marloma tract. He reviewed the traditional "tool box" of traffic calming measures available to traffic engineers to reduce speeding and calming traffic throughout residential neighborhoods. In conclusion, he recommended the following measures be implemented: 1) Speed limit sign on southbound Marina Drive just south of Silver Spur Road; 2) Yield controlled intersection on Marloma Drive before Marina Drive; 3) Additional police

presence through periodic placement of the speed trailer.

The following individuals from the Marloma HOA addressed the Committee: Kathy Brown and Jeff Peck. Marloma residents concurred with the recommendations of the Traffic Engineer and requested, if appropriate, signage to slow drivers be installed mid-block on Marloma Drive. Member Gliksman reviewed some of the outreach efforts that were helpful in the Dapplegray tract including reporting individual speeding motorists to the City with follow up response to the Sheriff's Department.

MEMBER JUDGE MOVED, SECONDED BY MEMBER LUM

TO APPROVE: 1) SPEED LIMIT SIGN ON SOUTHBOUND MARINA DRIVE JUST SOUTH OF SILVER SPUR ROAD; 2) "YIELD" CONTROLLED INTERSECTION ON MARLOMA DRIVE BEFORE MARINA DRIVE; 3) ADDITIONAL POLICE PRESENCE THROUGH PERIODIC PLACEMENT OF THE SPEED TRAILER; 4) RECOMMENDATION FOR CONTINUAL DRIVER EDUCATION THROUGH HOA HANDOUTS; AND 5) THE INSTALLATION OF A "DIP" SIGN IN ADVANCE OF THE CONCRETE CROSS GUTTER MID-BLOCK ON MARLOMA DRIVE.

Advisory Committee – In response to City Manager Prichard's memorandum concerning the roll, makeup and function of the Committee, the following suggestions were offered:

1. Maintain the number of Committee Members at the current level of 10 members;
2. Encourage geographic representation of Committee Members throughout the City whenever possible, but do not establish a rigid rule to implement it.
3. Refrain from establishing terms for members. If there is a problem with a Committee Member, it should be dealt with individually.
4. The current scope of the Committee is adequate and broad enough for the Committee to undertake pertinent community issues within their purview.

MEMBER ITEMS

Member Judge inquired about Deep Valley Drive/Drybank Drive roundabout. Mr. Judge requested that the Traffic Engineer review the effectiveness of this roundabout and the adjacent parking and report at the next meeting.

Member Judge also requested the Traffic Engineer review the potential establishment of a center lane, left-turn lane on Palos Verdes Drive North egressing from Ponderosa Lane.

ADMINISTRATOR'S ITEMS

Assistant City Manager Sam Wise reported on the progress of implementing the recent Traffic Safety Study. He indicated that most of the 31 recommendations in Category 1 had been completed. He reported that the countdown pedestrian modules for Hawthorne Boulevard and Silver Spur Road were recently shipped by the manufacturer and anticipated to be installed before school begins in the Fall.

He reported that the timing of the traffic signal on Palos Verdes Drive North at Rolling Hills Road had been adjusted as follows:

Prior to May 7, 2002, the maximum green times ("splits" minus yellow and red clearance) for all times of the day for each of the movements was:

PVDN – 60 seconds

Rolling Hills Road – 25 seconds

Portuguese Bend Road – 20 seconds

Current maximum green times are the same as above for all hours of the day except the peak hours (7-9 a.m. and 4-6 p.m.) during which they are:

PVDN – 90 seconds

Rolling Hills Road – 25 seconds

Portuguese Bend Road – 20 seconds

It was suggested that an additional five seconds be deleted from the Rolling Hills Road green phase and that the Traffic Engineer prepare a report on the feasibility of eliminating one of the southbound left-turn lanes from Rolling Hills Road to PVDN in an effort to determine the purpose of this lane drop would be to assist in eliminating stranded motorists in the middle of the intersection and discourage the use of Rolling Hills Road for cut-through traffic. The Committee also requested staff investigate the possibility of synchronizing the signals on PVDN at Dapplegray School Road and Rolling Hills Road.

ADJOURNMENT

There being no further business before the Committee, and there being no objection, Chairman Zuckerman adjourned the meeting, the time being 11:32 p.m.

Respectfully submitted,

Samuel R. Wise

Assistant City Manager