

**Western Avenue Task Force
Minutes
May 19, 2005**

Meeting started at 4:10 p.m. at Coco's

Attendance: Jerry Gaines, Cynthia Fowler, Caroline Brady-Sinco, Bill Schurmer, Don Shults, Stan Katten, Sal Sotomayor, Mark Buczko, Ron Dragoo, Yadi Hashemi, Yunus Ghasi, Tom Redfield (public), Dan Weinstein (public), Rob Simpson.

Chair's Comments: Jerry Gaines—Spoke with traffic consultants for Navy Property. He is trying to connect with Ben Zucker of LAPD for traffic accident information. Jerry is talking with John Shockley, Senior Manager of Regency Centers. Jerry is trying to Have John Shockley and manager of The Terraces to attend a meeting.

Minutes: May 5, 2005—Motion to accept minutes with corrections. Approved and passed.

Reports:

City of Los Angeles—Caroline Brady-Sinco: None.

Rancho Palos Verdes (RPV)—Ron Dragoo: None.

CalTrans—Yunus Ghausi:

Sinkhole update: Project has been awarded and obtained Governor's approval. Peterson, Chase contractors \$2,000,000.00, work should start anytime. Contractors will repair/replace 45-60 feet deep damage. Once pipe is replaced they will reconstruct the road. It should take 1 month to 6 weeks. The repair work will be through a tunneling process. CalTrans will repair first and then work on the funding later. RPV will coordinate with CalTrans regarding a pipe they have going up the hill and runs between 2 homes.

Signal Cycle: 100% completed to 90-second cycle. Computer system installed, for maximum green time. Once work is completed CalTrans will reassess the signal cycles. CalTrans is committed to keep 1 lane open in each direction during the construction/repair.

Traffic Study will be finalized by the June 9th, 2005 meeting.

LA County Bike Coalition has concerns of 25th Street to RPV restriping and changing classification of bike lane from a Class 2 to a Class 3.

Class 1—Own Lane

Class 2—Curb Lane

Class 3—Utilize sidewalk or curb lane.

May have to have Class 3. Concern for future for possible bike race, which will need a Class 1 lane. CalTrans needs to know what the City of Los Angeles & RPV would prefer. Do they want to share with cyclist or not? Commitment needed from both cities for bike lanes.

City of Los Angeles: discourages bike lanes, not suitable for area.

Rancho Palos Verdes: discourages bike lanes.

Accident Study: 600 accidents in past 4 years from 25th Street to Palos Verdes Drive North. Accident rate is less than other similar areas. Intersections included in study: Western & 25th Street, Western & 19th Street, Western Avenue & Summerland Avenue, and Western Avenue & Rancho Palos Verdes Drive North.

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2001 – 92 Accidents from 10-7pm: broadsides, hit objects, rear ends & sideswipes.

2002 – 105 accidents between: 8am-8pm: broadsides, sideswipes & hit objects.

2003 – 82 accidents between 7am-8pm: broadsides, rear ends, sideswipes, & hit objects.

2004 – 85 accidents between 7am-8pm: broadsides, rear ends, sideswipes, & hit objects. Accidents are correctable: right-in and right-out lanes. Extend left turn pockets & right turn pockets. Ingress & egress in major commercial areas.

Problems: curb parking.

Re-Stripe: 10', 10' & 10' lanes in each direction. This would eliminate the bike lane & restrict movement.

Possibly widen lanes to 11', 11' & 11' in each direction. The options would be included on final study.

Need to think about having turn-lanes into major commercial areas.

Jerry: Voiced surprise that Weymouth was not included in the top four accident spots, due to the oddity of the intersection and traffic flowing for the YMCA.

Yadi: Was under the impression that the width of the street was 32 feet. If it is less than that, making 3 lanes might be difficult. We may have to remove the median island. The medians without trees would be easier to remove. The narrow median/islands should be removed because they are not very visible.

Yunus: removing the island could contribute to a head-on accident. Central barriers are needed between lanes. Need to think of the future and the capacity.

Lane width concerns: Bet back to Yunus, CalTrans. What are the possibilities of different sizes of lanes? Non-standard levels? Funds?

Caroline: Are there any places to do 12', 12' & 12'? Such as: 25th Street to Summerland or 1st Street? Wider lanes not needed in these areas. Wider lanes needed from Summerland Avenue to Palos Verdes Drive North. No room to add except removing the median.

Yadi: City streets of 10' or 11' are perfect. Possible exception because City is responsible for roads. Turn right lanes, curb lane needs to be 12 foot.

Yunus: Needs fact sheet. Needs to approve & justify to higher authority. Need documentation.

Bill S.: What is the time frame to add additional lane? Need approval of Phase 2 of the study. Suggests: exit only onto Western Avenue at commercial locations. Can it be done piece by piece?

CalTrans does not have the resources to implement Phase 2.

Eliminate curb parking by City Council Resolution. CalTrans does not have the authority to eliminate curb parking.

No curb parking from Summerland Avenue to Via Apenda.

Curb parking from Summerland Avenue south needs to be enforced as posted.

Phase 1 could be completed by year 2007.

Phase 2 could take 2 to 5 years.

25th Street/Western Avenue: Yadi is taking an expert out to location on May 20th, 2005 to determine if any further improvements could be done. Changes were made based on traffic counts. At the next meeting, Yadi will present study of all signals on Western that are in the jurisdiction of the City of Los Angeles. **Stan Katten:** suggested to change left-turn signal to afterwards instead of before. Additional review need for sequence of left-turn lane vs. after or before through traffic.

Mid-term Improvements: CalTrans will replace controllers. Yunus is looking for resources and will give schedule.

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Yunus will breakdown improvements for short-term, mid-term & long-term. He has not included Navy project rebuild in study. Funding sources possible from future development.
Discussion of impact of Navy property rebuild. Disclaimer: At the time the study was developed there was not consideration of impact of the rebuild of the Navy property.
New development entrance from Gaffey Street? More traffic to go to the freeway.
Palos Verdes Drive North: 5 points will be affected.
Yunus will send copies of study, he wants e-mail recommendations by June 2, 2005 for study finalization.

Meeting adjourned 6:00 p.m.

Next meeting June 9, 2005 @ 4pm @ Coco's.
Proposed last meeting June 16, 2005.

Public Comment: Tom Redfield: asked about posting information on website & posting at City Hall.

**Western Avenue Task Force
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May 5, 2005**

Meeting started at 4:05 p.m. at Coco's

Attendance: Diana Nave, Sal Sotomayor, Don Schultz, Bill Schurmer, Mark Buczko, Libby Aubrey, Yunus Ghasi, Yadi Hashemi, Caroline Brady-Sinco, Cynthia Fowler, Ursula Chamberlain, Gordon Teuber, Les Evans, Karen Anderson, Rob Simpson, Mark Bertignoli,

Chair's Comments: Nominated Don Shultz as Vice Chair. Don Shultz was affirmed. Jerry met with Tom Tomlin, Consultant for Bizno's on Navy Property. An office will be erected in the next few weeks on the site. They will start a community outreach program. Mark Waronek will be a part-time consultant. Preliminary traffic data study has started. Process should take about 2 years.

Gordon Teuber: Asked if Avenida Aprenda would connect to Taper Avenue?

Minutes: April 21, 2005—Motion to accept minutes with corrections. Approved and passed.

Gordon Teuber: Look at traffic from east/west directions.

Reports:

CalTrans—Yunus Ghauri: CalTrans signals are timed at 70-second intervals. Los Angeles signals are timed at 90-second intervals.

Short-term improvement: CalTrans will upgrade controllers to match Los Angeles and change the signal cycles. This should occur in 2-4 weeks. CalTrans will pay for the changes. South of Palos Verdes Drive north up to north of Summerland and Summerland to 25th Street will be adjusted to 90-second intervals. LA DOT will make 90-second cycles. More green time on Western Avenue. **Gordon:** L.O.S. intersection exceeding. Sync signals at 90-second capacity, will there be a back up of vehicles? CalTrans will review in 4-5 months after synchronization is implemented.

Mid-term improvement:

Long-term improvement: Make Western Avenue 6 lanes (3 in each direction).

CalTrans will try to get the funding for the mid-term & long-term improvements. In looking at long-term improvements, CalTrans will look at 20 years vs. 10 years for ambient grown. CalTrans will look at state usage.

Discussion of: growth factors and will need projections of census data.

Data needed for side streets from LA & RPV. Example: how much time the school at Caddington & Western needs to get the cars out of the parking lot.

Diana: Impact of Bridge to Breakwater on Western Avenue. Study for Federal/Local methodologies.

Rancho Palos Verdes (RPV)—Les Evans: Another sinkhole at Smart and Final. Cal Trans is taking the lead. Contractor will construct detour. Traffic will stay as it is today until work is completed. Additional storm drain problems @ Caddington & Avenida Aprenda. RPV will try to fix them before they become too bad. RPV will try to line them instead of replace. Expecting to take 6 weeks to 2 months for work to be completed.

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DOT—City of Los Angeles—Yadi Hashemi: Signal at 1st Street & Western is state of the art. Took away 6 seconds already and increased 4 seconds to left-turn phase. Summerland has been impacted by problems with Western. Yadi said he is working on a traffic-calming plan that involves edge-line striping and center pocket turn lane. Needs to report to Transportation Committee by the end of May. Yadi distributed a report put together in 2000 by Councilman Rudy Svorinich. Asked Yunus to give the DOT planning department a copy of the study. Committee voted to transmit the document to the DOT person.

+Council Office—City of Los Angeles—Caroline Brady-Sinco: Spoke with Los Angeles Department of Transportation (LA DOT) about funding available and how to apply for monies.

Accidents: From 25th Street north to Palos Verdes Drive North combined total from CHP, LAPD & Sheriff's Department over 500 in the past 3 years. Yunus will have a summary at the next meeting.

Park Plaza & Terraces: Management needs to be address. Jerry Gaines will contact them. RPV performed traffic study of The Terraces in 1995.

Miscellaneous: Does the signals on Gaffey need to coordinate with the signals on Western?

Recommendations:

- Do study (**In process**)
- Capture funds
- Project Planning
- Project report (not needed for cities)

Meeting adjourned at 6:30 p.m.
Next meeting May 19, 2005 at 4:00 p.m. at Coco's

Future Meetings: June 8 & mid-June.

**Western Avenue Task Force
Minutes
April 21, 2005**

Meeting started at 3:00 p.m. at Coco's

Attendance: Libby Aubrey, Mark Buczko, Jerry Gaines, Stan Katten, Diana Nave, Don Shultz, Bill Schurmer, Sal Sotomayor, Gordon Teuber, Caroline Brady-Sinco, Ron Dragoo, Les Evans, Cynthia Fowler, Mike Gin, Yunus Ghausi, Yadi Hashemi, and Rob Simpson.

Chair's Comments: Ideas are flowing, draft of a mission statement is attached for comment. Mission statement & process voted on and approved. Looking for information regarding emergency response. Development issues will be presented to the group in the near future. Jurisdiction: South of 1st Street—City of Los Angeles, North of 1st Street—CalTrans.

Reports:

CalTrans—Yunus Ghausi: Has existing agreements between the City of RPV and City of LA, state and other entities. Discussed traffic growth factors for the past 5-10 years and possible growth factors for the next 5-10 years. Yunus will e-mail the information by Monday, April 23, 2005. He needs feedback on the growth factors. Handouts regarding past concerns received by CalTrans. Has a draft of the traffic study. At the May 5, 2005 meeting he will have a 2nd version of the traffic study and information regarding emergency & responsibility. He needs a copy of the last 5 years accident reports for RPV to 19th Street. As part of the traffic study he will have information regarding what traffic was like prior to the closure of the Navy Housing Development and after the closure of the development. He will need to know what is going to be built on the property for growth factor. Growth factor study for the last 10 years by year will be done by Wednesday, April 27, 2005. Yunus requested the Councilwoman's office to find out about available federal funds and costs for study. Yunus will have report regarding the storm drains available at the May 5, 2005 meeting.

Rancho Palos Verdes—Les Evans: Would like a member of the RPV traffic safety commission to sit on the task force. Agreed to by the task force.

DOT—City of Los Angeles—Yadi Hashemi: Presented LA DOT survey findings.

Council Office—City of Los Angeles—Caroline Brady-Sinco: Requested accident data compilation for the past 2-5 years.

Bus Tour—See attached recommendations.

Recommendations:

- Do study
- Capture funds
- Project Planning
- Project report (not needed for cities)

**Western Avenue Task Force
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Immediate Action Items

Synchronize lights between CalTrans and City of Los Angeles

Create 3 lanes each direction

Having parking enforcement enforce No Parking from 4:00 p.m. to 6:00 p.m. on northbound Western Avenue from 1st Street to Summerland Avenue.

Install "elephant tracks" northbound Western from Weymouth to 1st Street

Meeting adjourned at 6:00 p.m.

Next meeting May 5, 2005 at 4:00 p.m. at Coco's

FIELD TRIP RESULTS

Western Avenue at 25th Street

Eastbound 25th Street to northbound left turn movement

- Short storage
- Needs longer green time
- Signals are mis-timed

Western Avenue between 25th Street and 19th Street

- Construct the east and west sidewalks
- Add an extra lane on each direction by removing part of the raised island

Western Avenue between 19th Street and 9th Street

- Construct the east and west sidewalks
- Re-stripe the highway to accommodate the third lane on both northbound and southbound

Western Avenue at 9th Street

- Lengthening the southbound left turning pocket to provide more storage
- Construct the east and west sidewalks.

Western Avenue between 9th Street and Weymouth

- Trim the tree branches south of 9th Street
- Construct the east and west sidewalks
- Construct the missing wheel chair access ramps
- Re-stripe the highway to accommodate the third lane on both northbound and southbound
- Peak Period Parking regulation and implementation

Western Avenue at Weymouth

- Lengthening the southbound left turn pocket
- Lengthening the westbound right turn pocket for more storage

Western Avenue at First Street

- Lengthening the southbound pocket

Western Avenue Weymouth to First Street

- Peak period curb parking regulation and implementation

Western Avenue at Summerland

- Lengthening the westbound approach for longer storage
- Western Avenue between First Street and Summerland Avenue
- Provide mandatory right turning pocket for northbound to eastbound

Western Avenue from Summerland to Crestwood

- Add the third lane by re-striping and removing part of the island

Western Avenue between Crestwood and Park Western

- Add a mandatory right turn lane

Western Avenue between Park Western and Capital Drive

- Provide southbound egress and ingress (right-in and right-out) to shopping center

Western Avenue between Capital Drive and Terraces

Western Avenue between Terraces and Cardington

- Re-stripe the curb lane for mandatory right turn lane

Western Avenue between Codington and Via Apreneda

- Signal timing adjustment to provide maximum green time for Via Apreneda during morning and afternoon school hours

John S. Montgomery and Peninsula Verde Drive

- Possible installation of traffic signals at Peninsula Verde Drive

Peninsula to Palos Verde Drive North

- Implement traffic mitigated measures identified for redevelopment for Navy's property

Western Avenue at Rancho Palos Verdes Drive North

- Left-turns should be after not before through traffic to facilitate synchronization

Western Avenue Task Force Meeting Minutes
4 p.m., February 28, 2005
Room 552, San Pedro Municipal Building
638 S. Beacon Street, San Pedro California

Call to Order: Council District 15 Chief of Staff Michael Molina called the meeting to order.

Introductions: Those in attendance included local government officials Councilwoman Janice Hahn (CD), Mike Molina (CD15), Caroline Brady-Sinco (CD15), Cynthia Fowler (CD15), Yunus Ghausi (Cal Trans), and Yadi Hashemi (LADOT)

Resident and business representatives in attendance included Jerry Gaines (San Pedro Resident), Libby Aubrey (RPV Resident), , Diana Nave (San Pedro Resident), Sal Sotomayor (RPV Business), Jennifer Frew (RPV Business), and Karen Anderson (San Pedro Business).

Opening remarks made by Los Angeles City Councilwoman Janice Hahn, who commented that "something is fundamentally wrong" with Western Avenue, with traffic bottleneaking, especially on Saturdays. She urged committee members to "pretend that money is no object" while focusing on solutions to fix the problem.

Michael Molina, Council District 15 Chief of Staff, said he would like to have committee recommendations by early summer. He reminded the group to keep an eye toward future developments, including: new homes on a 63-acre former Navy property; a new condo development at the Racquet Club, the new Mary Star and Rolling Hills Prep high schools and a potential LAUSD high school; new developments along the waterfront, etc. Mr. Molina said Rancho Palos Verdes plans to appoint members to the committee following its council meeting in mid-March.

Yadi Hashemi from the Los Angeles Department of Transportation, said his office will be in charge of gathering traffic totals for Western. Because of the sinkholes, traffic patterns on Western have been altered, so some baseline figures from previous year will be used and a rate of growth applied to those numbers. He said the committee should consider immediate changes as well as long-term plans.

Yunus Ghausi from CalTrans said his department will take the traffic data and make recommendations, also relying on past citizen committee recommendations.

The group elected Jerry Gaines as its chairman and agreed to meet next at 4 p.m. on March 17 in Room 452 at the San Pedro Municipal Building. Mr. Gaines indicated he would look into changing the meeting location to a restaurant on Western Avenue.

Carolyn Brady-Sinco, Acting Secretary

DRAFT

JOINT REGIONAL WESTERN AVENUE TASK FORCE

WHAT IS AT ISSUE:

Over the past few years there has been a noticeable increase in traffic volume leading to increased congestion along Western Avenue (between 25th Street on the South and Palos Verdes Drive on the North). This increase is leading to serious delays in residents, business owners, customers, and community members in the region moving through the area to conduct personal and business needs. The quality of life of the residents and the impact on revenues of area businesses are at increased risk. In addition, increased congestion on Western Avenue has led to increased congestion on adjacent residential streets.

The traffic congestion issue is a regional issue where both the City of Rancho Palos Verdes, the City of Los Angeles, and CALTRANS has responsibility for management of Western Avenue. Only through joint efforts of these agencies (working with area stakeholders such as residents and businesses) can this issue be addressed.

MISSION:

The purpose of forming the Western Avenue Task Force is to find ways to mitigate the increased congestion on Western Avenue and adjacent residential streets. After undertaking fact finding and conducting research, the task force will present recommendations on potential traffic congestion reduction mitigation measures to the joint governmental authorities with shared responsibility for traffic control on Western Avenue.

PROCESS:

- The task force will first conduct a review process to learn what history exists related to area planning activities of the region, traffic studies of the region, and agency responsibilities and agreements within the region as they relate to Western Ave.
- Field studies will be conducted on current conditions, interfacing with stakeholders (residents, business owners, and community members).
- Based on findings made in the review process and field studies, the task force will draft recommendations (both short term and long term) to present to the joint governmental authorities (target date is by May 31, 2005).

TASK FORCE MEMBERSHIP:

The membership of the task force will be made up of representatives (appointed by elected officials from the City of Rancho Palos Verdes and the City of Los Angeles) from residents of the region, business owners of the region, and community members who represent stakeholders of the region. In addition, ex-officio representatives from the joint governmental authorities will be designated to meet with the appointed task force.