

**TRAFFIC SAFETY COMMITTEE SPECIAL MEETING**

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Rancho Palos Verdes City Hall, Community Room, will be open to the public.

30940 Hawthorne Boulevard  
Rancho Palos Verdes, CA 90275

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This meeting will take place in accordance with the requirements of the Ralph M. Brown Act, Section 54950 et seq. of the Government Code. Remote participation by any Committee/Commission member shall be in accordance with Subdivisions (b)(3) or (f) of Government Code Section 54953. The meeting will take place in the Community Room of City Hall, 30940 Hawthorne Boulevard, Rancho Palos Verdes, California 90275, and via teleconference for staff/consultants/participants using the Zoom platform. Members of the public can observe and participate in the meeting as follows (see separate cover)

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**MEETING AGENDA**  
**RANCHO PALOS VERDES TRAFFIC SAFETY COMMITTEE**  
**SPECIAL MEETING**  
**May 1, 2024**  
**6:00 P.M.**

**REGULAR MEETING**

**CALL TO ORDER:** Chair Tye

**ROLL CALL:** Committee Member Mark Crossman  
Committee Member James Guerin  
Committee Member Crystal Slaten  
Committee Member David Tomblin  
Chair John Tye

**PLEDGE OF ALLEGIANCE:** To be announced

**CHAIR'S ANNOUNCEMENTS:**

**APPROVAL OF AGENDA:**

## **PUBLIC COMMENTS ON NON-AGENDA ITEMS:**

*During Public Comments any person may address the Traffic Safety Committee, provided that the item is within the subject matter jurisdiction of the Committee and is not otherwise on the agenda. Each speaker will be limited to three (3) minutes to address the Committee. Those wishing to speak are asked to complete a participation form located at <https://www.rpvca.gov/participate> or complete a REQUEST TO ADDRESS THE COMMITTEE form located on the table across at the entrance and submit it to the Committee Staff Liaison. You will be called at the appropriate time to make your remarks.*

## **PUBLIC WORKS DEPUTY DIRECTOR'S REPORT: To be announced**

## **SHERIFF'S STATUS REPORT: To be announced**

## **REGULAR BUSINESS:**

*This section contains items of general business. Prior to the vote of an item, each speaker will be limited to three (3) minutes to address the Traffic Safety Committee. Those wishing to speak are asked to complete a participation form located at <https://www.rpvca.gov/participate> or complete a REQUEST TO ADDRESS THE COMMITTEE form located on the table across at the entrance and submit it to the Committee Staff Liaison. You will be called at the appropriate time to make your remarks.*

### 1. Approval of Minutes

**Recommendation:** Approve the Minutes of November 27, 2023, Traffic Safety Committee meeting.

[Draft Minutes – November 27, 2023](#)

### 2. Western Avenue Traffic Flow Improvements Project

**Recommendation:** Provide a recommendation to the City Council approval of the recommendations provided in the Western Ave Traffic Flow Improvements Project's Traffic Study Final Draft.

[Agenda Report](#)

### 3. Consideration and possible action to provide feedback on the Biannual Advisory Board Update to the City Council.

**Recommendation:** Approve list of accomplishments in Q3 and Q4 for Fiscal Year 2023-2024 that will be presented to City Council on July 2, 2024.

[Agenda Report](#)

### 4. Traffic Safety Committee Work Plan for Fiscal Year 2024-25

**Recommendation:** 1) Draft and adopt the Traffic Safety Committee Work Plan for Fiscal Year 2024-2025 that will be presented to the City Council on July 2, 2024.

[Agenda Report](#)

**FUTURE AGENDA ITEMS:**

*This section is designated for individual Traffic Safety Committee Members to request that an item be placed on a future Committee meeting agenda. 5 minutes has been allotted for this section.*

**COMMITTEE MEMBER ORAL REPORTS:**

*This section is designated for oral reports from Traffic Safety Committee Members, to report action taken at intergovernmental organizations, committee, or association meetings. Committee Members are required to provide a brief oral report on their attendance at any meetings where City funds have been expended. Detailed reports should be made in writing and will be posted on the City's website. 10 minutes has been allotted for this section.*

**ADJOURNMENT:**

Adjourn to 6:00 p.m. on July 22, 2024 for a regular meeting.

<b>Advisory Board Agendas and Agenda Reports:</b>	Agendas and agenda reports are available for public review within 72 hours of the meeting at City Hall, 30940 Hawthorne Boulevard during regular business hours, 7:30 A.M. to 5:30 P.M. Monday – Thursday and 7:30 A.M. to 4:30 P.M. on Friday; Saturday and Sunday from 10:00 A.M. until dusk; and at the City's website <a href="http://www.rpvca.gov">www.rpvca.gov</a>
	Materials related to an item on an agenda submitted after distribution of the agenda packet are available for public inspection at the front counter of the lobby of the City Hall Administration Building at 30940 Hawthorne Boulevard, Rancho Palos Verdes during normal business hours, and electronically on the City's website at <a href="https://www.rpvca.gov/agendas">https://www.rpvca.gov/agendas</a> .
<b>Public Correspondence:</b>	We highly encourage written materials regarding Advisory Board Agenda items be submitted no later than 4:00 P.M. the Monday prior to an Advisory Board meeting to allow the Advisory Board Members ample time to review and consider the issues raised prior to making decisions at the Advisory Board meeting. Please keep in mind that it is difficult for Advisory Board Members to carefully review materials submitted after that deadline or at the meeting. Written materials, including emails, submitted to the City are public records and may be posted on the City's website. Accordingly, you may wish to omit personal information from your written materials or oral presentation as it may become part of the public record regarding an agenda item. In addition, City meetings may be recorded and may be accessed through the City's website at <a href="https://www.rpvca.gov/agendas">https://www.rpvca.gov/agendas</a> .
<b>Public Participation:</b>	Participants must speak from the podium using the lectern microphone; comments are to be directed to the Advisory Board Members and not to the staff or the public; repetition should be avoided; and reading a submission that has been copied or contained in the agenda will be discouraged. Virtual participation is also offered please visit <a href="https://www.rpvca.gov/participate">https://www.rpvca.gov/participate</a> .
<b>Public Comments:</b>	The Advisory Board may limit the public input on any item based on the number of people requesting to speak, the length of the agenda, or the business of the Advisory Board.
<b>Conduct at the Advisory Board Meeting:</b>	Pursuant to GC 54957.95: (a)(1) In addition to authority exercised pursuant to Sections 54954.3 and 54957.9, the presiding member of the legislative body conducting a meeting or their designee may remove, or cause the removal of, an individual for disrupting the meeting. (2) Prior to removing an individual, the presiding member or their designee shall warn the individual that their behavior is disrupting the meeting and that their failure to cease their behavior may result in their removal. The presiding member or their designee may then remove the individual if they do not promptly cease their disruptive behavior. This paragraph does not apply to any behavior described in subparagraph (B) of paragraph (1) of subdivision (b)(1) means engaging in behavior during a meeting of a legislative body that actually disrupts, disturbs, impedes, or renders infeasible the orderly conduct of the meeting and includes, but is not limited to, one of the following: (A) A failure to comply with reasonable and lawful regulations adopted by a legislative body pursuant to Section 54954.3 or any other law. (B) Engaging in behavior that constitutes use of force or a true threat of force.(2) "True threat of force" means a threat that has sufficient indicia of intent and seriousness, that a reasonable observer would perceive it to be an actual threat to use force by the person making the threat.
<b>Time Estimates:</b>	The time noted next to an agenda item is only an estimate of the amount of time that will be spent during the meeting on that particular item. Accordingly, these estimates should not be relied on in determining when a matter will be heard, especially since agenda items are often re-ordered during a meeting and may be discussed at any time.
<b>Continuation of Meeting:</b>	The Traffic Safety Committee will adjourn its meetings on or before 11:00 p.m. and will not consider new business items after 10:15 p.m., unless the majority of the Committee members who are present affirmatively vote either to extend the meeting after 11:00 p.m. or to consider new business after 10:15 p.m. If the meeting ends before all of the items listed on the agenda are completed, any unfinished business will be continued to the next succeeding day that is not a holiday, at a location to be determined.
<b>American with Disabilities Act:</b>	In compliance with the Americans with Disabilities Act, if you require an accommodation to participate in this meeting, please contact the City Clerk's Office prior to the meeting at: <a href="mailto:cityclerk@rpvca.gov">cityclerk@rpvca.gov</a> ; by phone at 310-544-5217; or mail 30940 Hawthorne Blvd., Rancho Palos Verdes, CA 90275. The City's reasonable accommodation policy is available for review on the City's website (see <a href="#">City Council Policy 58</a> ) Please note that for accommodations that are not readily available, you should make your request as soon as you can prior to the time of the meeting.
<b>CEQA Compliance (Changes as of 11/7/22):</b>	Unless stated otherwise on the agenda, every item on the agenda is exempt from CEQA Guidelines Sections 15060(c), 15061(b)(3), 15273, 15378, 15301, 15323 and/or Public Resources Code Section 21065.

**DRAFT MINUTES  
RANCHO PALOS VERDES TRAFFIC SAFETY COMMITTEE  
HYBRID MEETING  
NOVEMBER 27, 2023**

**CALL TO ORDER:**

Regular meeting of the Rancho Palos Verdes Traffic Safety Committee was called to order by Chair Tye at 6:08 p.m. using the Zoom platform notice having been given with affidavit thereto on file.

Traffic Safety Committee roll call was answered as follows:

**PRESENT:** Crossman, Guerin, Slaten, Tomblin, Chair Tye.

**ABSENT:** None

Also present were Noel Casil, Senior Engineer, Ramzi Awwad, Director of Public Works, Rawad Hani, Traffic Consultant from General Technologies Solutions.

Online were Brian Cervantes and Jasmin Valles, Transtech.

The motion was approved on the following roll call vote:

**AYES:** Crossman, Guerin, Slaten, Tomblin and Chair Tye

**NOES:** None

**PLEDGE OF ALLEGIANCE:**

The Pledge of Allegiance was led by James Guerin.

**COMMITTEE CHAIR'S ANNOUNCEMENTS:**

Thanksgiving mentions. City's Annual Christmas Party. Introduction of new Captain in the Sheriff Department. Annual trunk or treat.

**APPROVAL OF THE AGENDA:**

Member Crossman made motion to approve, seconded by Chair Tye, to approve the agenda as presented.

**AYES:** Crossman, Guerin, Slaten, Tomblin, Chair Tye

**NOES:** None

**ABSENT:** None

**PUBLIC COMMENTS FOR NON-AGENDA ITEMS:**

None

## **PUBLIC WORKS DIRECTOR'S REPORT:**

Public Works Director Awwad introduced Noel Casil as new Public Works Senior Engineer.

Workload and backload that has been building as the number of traffic requests has increased in recent years. Staff is working on an updated of the Traffic Calming Manual including a process for prioritizing requests.

Update on Avenida Classica traffic calming: City Council approved the installation traffic circles. Staff are working on a proposal to design the traffic circles.

Member Tomblin: Residents from the apartment mentioned that trucks block the view of incoming traffic and residents want an analysis of parking and more red curb. Member Tomblin requested that Director Awwad add this to a future report.

## **SHERIFF'S DEPARTMENT ANNOUNCEMENTS:**

No Sheriff staff present.

Chair Tye: Previously, TSC members used to get a report of collisions from the Sheriff. The TSC will try to make a connection with new captain to continue providing collision reports to the City.

## **REGULAR BUSINESS**

1. Approval of the Minutes. No changes made.

Member Tomblin made motion to approved, seconded by Chair Tye, to approve the minutes of July 24, 2023.

**AYES:** Crossman, Guerin, Slaten, and Chair Tye  
**NOES:** None  
**ABSTAIN:** None

2. Hawthorne Blvd at Eddinghill Dr/Seamount Dr

Director Awwad presented an updated traffic study prepared by a traffic consultant, GTS. Awwad presented a set of recommendations to replace the previous ones approved by the TSC. Awwad concluded with the staff recommendation of installing left turn signal arrow for northbound and

southbound directions along Hawthorne Blvd, yellow reflective back plates, and speed signs.

Discussion ensued between Awwad and committee members and Staff.

Chai Tye invited residents to provide their input.

Discussion ensued between residents, committee members, and engineering staff.

A total of 6 residents spoke and were all in favor of staff recommendations provided on the traffic study, Additionally, the committee received correspondence with the opinions of absent resident. Resident was in favor of staff recommendations.

Discussion ensued between committee members.

Chair Tye, seconded by Member Crossman, motioned to move forward with all of staff recommendations in replacement of previous recommendations.

**AYES:** Crossman, Guerin, Slaten, Tomblin and Chair Tye

**NOES:** None

**ABSTAIN:** None

Guerin asked about the timeline for the next steps.

Chair Tye thanked residents for participating and encouraged them to continue to provide input and attend future meetings with the Traffic Safety Committee.

#### **FUTURE AGENDA ITEMS:**

None

#### **COMMITTEE ORAL REPORTS:**

City did research on signs on Avenida Classica, it was found that the signs were older City signs.

#### **ADJOURNMENT**

Chair Tye, seconded by Member Crossman, made motion to adjourn to January 22nd, 2023.

**AYES:** Crossman, Guerin, Slaten, Tomblin and Chair Tye  
**NOES:** None  
**ABSENT:** None





# CITY OF RANCHO PALOS VERDES

## **TRAFFIC SAFETY COMMITTEE AGENDA REPORT**

**MEETING DATE:** 05/01/2024  
**AGENDA HEADING:** Regular Business

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### **AGENDA TITLE:**

Consideration of the Western Avenue Traffic Flow Improvements Project's Traffic Study Final Draft recommendations.

### **RECOMMENDED TSC ACTION:**

- (1) Recommend to the City Council approval of the recommendations provided in the Western Ave Traffic Flow Improvements Project's Traffic Study Final Draft.

**ORIGINATED BY:** Noel Casil, PE, TE, PTOE, Senior Engineer

**REVIEWED BY:** Ramzi Awwad, Public Works Director

### **ATTACHED SUPPORTING DOCUMENTS:**

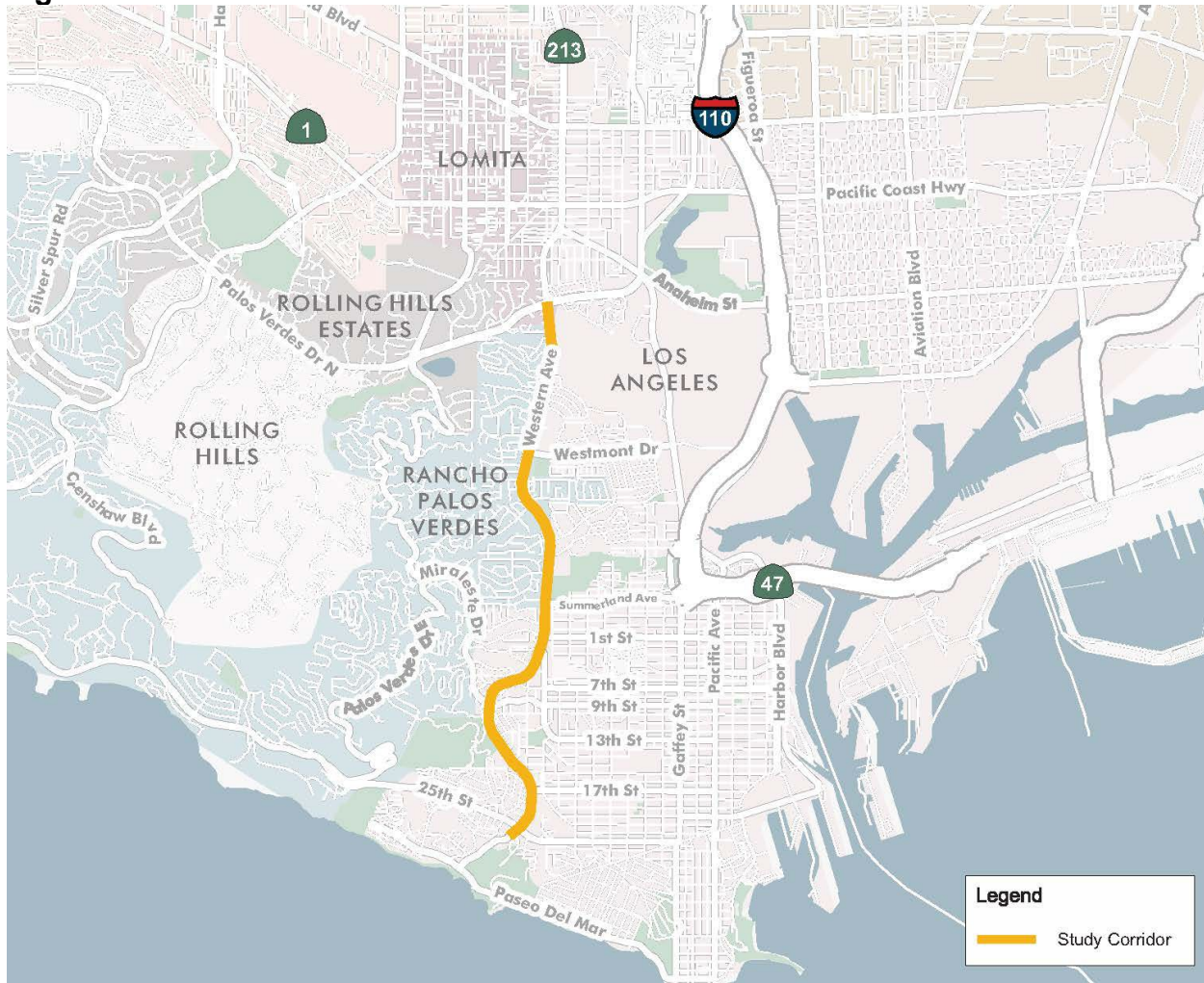
- A. Western Avenue Traffic Flow Improvements Project Traffic Study Final Draft
- 

### **BACKGROUND:**

The City Council has had a goal of improving traffic flow on Western Avenue for the past few years (FY 2023-24 Goal: Maintain and Improve all Public Infrastructure; Project: Improve Traffic Flow on Western Avenue).

Western Avenue is owned, operated, and maintained by the California Department of Transportation (Caltrans) and traverses through Rancho Palos Verdes, Los Angeles, and Lomita in the vicinity of Rancho Palos Verdes. Traffic flow improvements on the Western Avenue corridor have not been a high priority for Caltrans for various reasons. Therefore, the City of Rancho Palos Verdes developed a project to optimize traffic operations along the Western Avenue commercial corridor from 25th Street in San Pedro to Palos Verdes Drive North (Corridor) on the border with the Harbor City of Los Angeles and Lomita. The project was envisioned as a multi-jurisdictional solution requiring a joint effort by Caltrans, and the cities of Rancho Palos Verdes, Lomita, and Los Angeles because a solution to traffic congestion on the Corridor needs to extend beyond City borders to be effective. Rancho Palos Verdes is leading and executing the project with close communication and coordination from the other jurisdictions. Figure 1 shows the Western Avenue Corridor in context to the surrounding local jurisdictions.

**Figure 1: Western Avenue Corridor and Jurisdictional Limits**



The Western Avenue Traffic Flow Improvements Project (Project) is funded through a Los Angeles County Metropolitan Transportation Authority (Metro) Measure M Multi-Year Subregional Program grant, which was finalized on December 30, 2021. The initial grant amount authorized is \$1,330,000 for developing a concept plan, completing the environmental review, and preparing the final design documents. The subsequent construction phase will be defined in revisions/amendments to the agreement. Once the final design is complete, the Project will receive priority for construction funding from Metro over new funding applications. The City expects approximately \$3,000,000 in future grant funding for the construction phase based on discussions with Metro. Additionally, any funding that is not used for the concept plan, environmental review, and final design phases may be reallocated to the construction phase.

To determine the specific measures needed to improve traffic flow, and as a prerequisite to obtaining a Caltrans permit to implement those measures, a comprehensive traffic study is needed. The traffic study will identify specific issues that affect and impede traffic flow and proposed solutions.

On May 2, 2023, the City Council entered into an agreement with Iteris, Inc. (Iteris) to conduct a comprehensive traffic study (Traffic Study) for the Project. The Traffic Study also included the north segment of Western Avenue between Palos Verdes Drive North and Pacific Coast Highway. To coordinate the traffic study with the other agencies, Staff established the Western Avenue Stakeholder Focus Group (Focus Group) including representatives from Rancho Palos Verdes, Los Angeles, Lomita, and Caltrans. The Focus Group has been meeting approximately monthly to receive updates on the traffic study, provide technical input, and discuss various aspects of potential recommended solutions.

## **DISCUSSION:**

The Traffic Study analyzed key aspects of the corridor to determine what improvements could reduce congestion. These aspects include traffic signal operations, turn lanes, access management to developments, and traffic safety. The analysis considered existing conditions, build-out of the Ponte Vista development, additional housing identified in the City's Housing Element Update, and the impact of the Caltrans Western Avenue Bicycle Pedestrian Improvement Project (which includes bike lanes).

### Traffic Signal Operations

As part of the Traffic Study, Iteris assessed the effectiveness of the current traffic signal operations under existing traffic conditions to determine if signal timing modifications could reduce congestion and delays along the Western Avenue Corridor.

The traffic signal operations existing conditions assessment found that some of the traffic signals on the Western Avenue corridor in the study area are operated by Caltrans whereas others are operated by the Los Angeles Department of Transportation (LADOT), and that the two systems use different technologies that do not communicate with each other. In other words, the traffic signals on Western Avenue within the study area do not all operate under coordinated timing plans. Traffic signals that run on uncoordinated timing plans can result in inefficient traffic operations, longer travel times, increased congestion, and undesirable environmental impacts. Within the Corridor, there are a total of 17 signalized intersections; 11 signals are currently operated by Caltrans and six are operated by LADOT. Figure 2 shows the traffic signal locations along the Western Avenue Corridor and which agency operates the signal.

Operating all traffic signals in the Corridor under the same coordinated state-of-the-art traffic signal technology by the same agency (either Caltrans or LADOT) would provide a major benefit in improving traffic flow and reducing delays. This is because a single agency operating signals that use the same technology allows for seamless signal timing coordination and response to issues.

**Figure 2: Western Avenue Traffic Signals Operations by Agency**



An assessment of the current traffic conditions and the subsequent analysis of various operational scenarios showed that coordinating a total of 13 signals (PV Drive North to Weymouth), would provide the largest reduction in congestion and travel delays. Both Caltrans and LADOT agreed with the technical assessment leading to this conclusion. As a result, the City approached both Caltrans and LADOT about operating all 17 traffic signals within the Project limits. LADOT informed the City that their policies prevent them from operating signals that do not have at least one approach in the City of Los Angeles (of which there are seven). Caltrans informed the City that taking on the additional signals would stretch their operations and maintenance teams beyond capacity. Caltrans agreed to operate and maintain the 13 key traffic signals where congestion is experienced. The Focus Group agreed that if Caltrans operated these 13 key traffic signals, the vast majority of congestion relief would be realized. This scenario has been defined as the preferred operational scenario.

The preferred operational scenario is also predicated on the use of state-of-the-art traffic signal technology, called adaptive control, which is being adopted by Caltrans as part of its statewide strategy. Adaptive control technology enables automated corridor-wide traffic signal synchronization in response to prevailing traffic conditions. In other words, traffic signal timing is adjusted automatically in response to real time vehicle demand, thereby optimizing the flow by minimizing the number of stops that are required while traveling through the congested segment. To implement this signal technology, the Project proposes to install all necessary signal and communications infrastructure, hardware, and software. The Project is expected to result in significant travel time and delay reductions estimated to be up to 35% when compared to existing conditions. Figure 3 shows the proposed operating agency of each signal under the preferred operational scenario.

**Figure 3: Proposed Signal Operations by Agency and Congestions Levels**



The following are the Traffic Study recommendations with respect to traffic signal operations:

1. Caltrans operate and maintain the 13 traffic signals between Palos Verdes Drive North and Weymouth Place while LADOT continues to maintain the 4 traffic signals between Bynner Drive and 25<sup>th</sup> Street.
2. Upgrade the same 13 signalized intersections to Adaptive Signal Control Technology (ASCT) to improve traffic flow through optimized signals operational efficiency and responsiveness.

## Turn Lanes

Each intersection in the Corridor was analyzed to determine if turn lanes could reduce delay by removing turning vehicles from obstructing the path of vehicles traveling straight through or by increasing intersection capacity.

Iteris conducted field observations, collected turning movement volumes, and applied traffic computer modeling tools at each intersection to analyze traffic conditions, operational efficiency, and potential causes of traffic disruptions such as queues formed as a result of inadequate turning capacity and inefficient signal operations phasing. The analysis also evaluated if it would be feasible to extend storage capacity of the existing turn lanes or construct new ones given the geometric and right-of-way constraints.

The results of the turn lanes analysis is represented using intersection Level of Service (LOS) analysis which assigns intersection performance via letter grades with LOS A representing excellent operations and LOS E or F indicating poor operating conditions.

The analysis showed that some intersections are currently operating at LOS E or F during peak hours (which is generally considered to be deficient operations). These include Western Avenue/Westmont Drive, Western Avenue/Crestwood Street, and Western Avenue/1<sup>st</sup> St. In addition to overall intersection LOS, the LOS of the individual intersection approaches was evaluated in order to isolate Western Avenue approach conditions. Aside from the intersections mentioned, the LOS in the northbound direction at Western Avenue/Weymouth Avenue and Western Avenue/Summerland Avenue are currently at LOS D (nearly deficient) during both the a.m. and p.m. peak hour. The Traffic Study includes recommendations to mitigate the LOS conditions as described below.

*The following are the Traffic Study recommendations with respect to turn lanes:*

- 1. Add a northbound right-turn lane at Western Avenue/Westmont Drive by re-striping the approach. Note: this improvement is part of the ongoing Caltrans ADA/Bike Lane Project.*
- 2. Western Avenue/Crestwood Drive – Modify the traffic signal phasing at Western Avenue/Crestwood Drive in the east-west direction to allow the two directions to operate at the same time. The eastbound approach lane striping is recommended to be modified to include dedicated left-turn and through lane, which would require realignment of the centerline. The westbound approach is recommended to be restriped for improved delineation.*

## Access Management to Developments

Median openings and their associated turn pockets were analyzed to determine if they are in the appropriate location and of the appropriate length so that turning vehicles do not back up into the through lanes and block traffic flow.

Access management analysis was performed by evaluating traffic counts at major shopping center driveways (unsignalized). The evaluation resulted in identifying locations

where queuing on left turn (LT) pockets spilled over the through lanes blocking the through movement. The Traffic Study recommends several access management modifications to improve these conditions as described below.

*The following recommendations are to be considered with respect to access management:*

- 1. Extend the southbound LT pocket at Westmont Dr-Delasonde by approximately 100'.*
- 2. Extend the northbound LT pocket at Avenida Aprenda by approximately 100'.*
- 3. Extend the northbound LT pocket at Toscanini Dr by approximately 100'.*
- 4. Extend the southbound LT pocket at Park Western Dr by approximately 100'.*
- 5. Extend the southbound LT pocket at 1<sup>st</sup> St by approximately 100'.*
- 6. Extend the northbound LT pocket at 9<sup>th</sup> St by approximately 150'.*

### Traffic Safety Enhancements

A traffic safety evaluation was performed to determine if safety improvements could reduce collisions that impact traffic on the Corridor. The safety evaluation was performed using collision history data (obtained from Caltrans) combined with field data and observations, to assess hotspot locations. The evaluation resulted in recommending additional signage and restriping for better delineation and visibility of appropriate traffic control devices.

*The following traffic safety enhancements are recommended:*

- 1. At the Terraces at South Bay driveway, located 450 feet north of Capitol Drive, a standard "No Left-turn" sign is recommended to be installed in order to emphasize to drivers that a left-turn should not attempted. The current signage, within the private property, is non-standard.*
- 2. At the Park Plaza shopping center driveway, located 360 feet north of Crestwood Drive, the median opening allows left-turn access out of the shopping center. A "No Left-turn" sign is recommended to be installed in order to reduce the likelihood of broadside collisions involving through-moving vehicles along Western Avenue as well as inbound left-turning vehicles.*
- 3. At the Western Avenue/Summerland Avenue intersection, at the west leg approach, lane striping is recommended to be added to allow for approaching vehicles to line up properly, especially given the skew of the roadway around the edge of the strip retail center. In addition, a red curb parking restriction is recommended along the south side of Summerland Avenue, along the curb of the retail center. A parked vehicle in this location could present an obstruction of the roadway given the limited width.*



## **ADDITIONAL INFORMATION**

### Interim Improvements

Iteris determined that updating the signal timing plans for all of the signalized intersections within the Corridor limits would yield immediate traffic flow improvement benefits. Although these improvements would not be as great as optimizing the traffic signal per the Traffic Study recommendations, the signal timing updates could be implemented in the short term while the Traffic Study is finalized, construction documents are prepared, Caltrans permits are obtained, and construction is complete, which could take up to two years.

The updated timing plans were implemented by Caltrans on all its signals in March 2024. An evaluation of the benefit of the signal timing plan enhancements implemented in March was performed using Iteris' Clearguide analytics platform. Clearguide is a vehicle probe data-based signal performance measurement tool developed by Iteris that helps agencies reduce congestion by monitoring traffic signal performance and identifying deterioration at the intersection level. Clearguide uses anonymized directional data from cloud-connected vehicles to collect and process real time traffic conditions in the field with the ability to generate roadway operation heat map reports (e.g. red shading indicating congested conditions and green showing free flow non-congested conditions).

The results show that average travel times from a typical week in April 2023 compared to a week in April 2024 were reduced by approximately 10% during peak commuting periods.

### Project Coordination

The scope of this project focusses on traffic operational improvements without increasing roadway capacity due to right of way constraints. Iteris reviewed the Ponte Vista development plan's buildout trip generation projections as well as the City's housing element update. The recommended traffic signal improvements are designed to adjust to future traffic volume growth, as well as the demand fluctuations that come with that growth.

Iteris also reviewed the Western Avenue redevelopment project proposal located at 29105 S. Western Avenue Rancho Palos Verdes, CA (west side of Western Ave between Trudie Drive and Park Western Drive). The review showed that the proposed redevelopment will not pose any significant negative effects on the Project and no revisions to the Project recommendations are needed.

Additionally, to minimize disruptions to the public, this Project is being closely coordinated with the City's Western Ave Beautification Project and Caltrans ongoing ADA and future Pavement Project (2027). Coordination with these projects is important so as to avoid unnecessary disruption to the public through coordinated construction schedules and to minimize any rework resulting in added costs. For example, this project proposes extensions to some left-turn pockets along Western Avenue, which affect the design of medians. Coordinating design features and construction timelines with the beautification

project will ensure that the design does not prescribe median trees or other landscaping that may need to be removed later.

**Next Steps**

If approved by the City Council, the Traffic Study recommendations will be used to develop construction plans, specifications, and estimates (PS&E) for permitting through Caltrans, construction contractor bidding, and ultimately construction. Table 1 shows the anticipated project schedule.

**Table 1: Western Avenue Traffic Flow Improvements Project Schedule**

<b>Activity</b>	<b>Duration</b>	<b>Completion</b>
Complete Traffic Study/Final Engineering Scope*	Ongoing	May 2024
Procure Final Design Consultant	3 Months	August 2024
Complete Final Design	7 Months	March 2025
Obtain Caltrans Permit and Interagency Agreements	3 Months	June 2025
Procure Construction Contractor	3 Months	September 2025
Construction	12 Months	September 2026

\*Environmental review will be conducted concurrently

Note: Interagency and community coordination will be conducted continuously throughout the project.

The above schedule does not include any contingency and assumes project components are completed according to typical timelines without complications.

**CONCLUSION:**

Staff recommends that the Traffic Safety Committee recommend to the City Council approval of the recommendations provided in the Western Ave Traffic Flow Improvements Project’s Traffic Study Final Draft, which are summarized below:

1. *Operate the 13 traffic signals between Palos Verdes Drive North and Weymouth Place under Caltrans.*
2. *Upgrade the above 13 signalized intersections from Time-of-Day (TOD) operations to Adaptive Signal Control Technology (ASCT) to improve traffic flow through optimized signals operational efficiency and responsiveness.*
3. *Add a northbound right turn lane at northbound Western Avenue/Westmont Drive by re-striping the approach. Note that this improvement is part of the ongoing Caltrans ADA/Bike Lane Project.*
4. *Modify the traffic signal phasing at Western Ave/Crestwood Dr from split phasing in the east-west direction to protected phasing, allowing the two directions to operate at the same time. Modify the eastbound approach lane striping to include dedicated left-turn and through lane, which would require realignment of the centerline. Restripe the westbound approach for improved delineation.*
5. *Extend intersection pockets at six locations*

6. *Install additional signage at 2 locations*
7. *Add lane striping for vehicles at the Western Avenue/Summerland Avenue intersection, at the west leg approach to allow for approaching vehicles to line up properly. In addition, a red curb parking restriction is recommended along the south side of Summerland Avenue, along the curb of the retail center*

**ALTERNATIVES:**

In addition to the Staff recommendation, the following alternative actions are available for the City Council's consideration:

1. Do not recommend to the City Council approval of the recommendations provided in the Western Ave Traffic Flow Improvements Project's Traffic Study Final Draft, and direct staff to take the necessary steps to address the Traffic Safety Committee's comments.
2. Take other action, as deemed appropriate.

**TRAFFIC SAFETY COMMITTEE  
AGENDA REPORT**

**MEETING DATE:** 05/01/2024  
**AGENDA HEADING:** Regular Business

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**AGENDA TITLE:**

Consideration and possible action to provide feedback on the Biannual Advisory Board Update to the City Council.

**RECOMMENDED TSC ACTION:**

- 1) Approve list of accomplishments in Q3 and Q4 of Fiscal Year 2023-24 that will be presented to City Council on July 2, 2024.

**ORIGINATED BY:** Cheri Bailiff, Permit Technician

**Reviewed By:** Noel Casil, Senior Engineer

**ATTACHED SUPPORTING DOCUMENTS:**

None

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**BACKGROUND**

The mission of the Traffic Safety Committee (TSC) shall be to provide community input by advising the City Council on traffic issues, development proposals and special projects as assigned by the City Council. Review and advise on neighborhood traffic calming guidelines and proposed projects, and collaboratively work with staff to address residents' requests for improving livability and drivability of neighborhood streets in Rancho Palos Verdes.

**DISCUSSION**

During Q3 and Q4 of FY2023-24, TSC accomplished the following item:

- Discussed Western Avenue Traffic Flow Improvements Project.

**TRAFFIC SAFETY COMMITTEE  
AGENDA REPORT**

**MEETING DATE:** 05/01/2024  
**AGENDA HEADING:** Regular Business

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**AGENDA TITLE:**

Traffic Safety Committee Work Plan for Fiscal Year 2024-25.

**RECOMMENDED TSC ACTION:**

- 1) Draft and adopt the Traffic Safety Committee Work Plan for Fiscal Year 2024-25 that will be presented to the City Council on July 2, 2024.

**ORIGINATED BY:** Cheri Bailiff, Permit Technician

**REVIEWED BY:** Noel Casil, Senior Engineer

**ATTACHED SUPPORTING DOCUMENTS:**

- A. [Previous Fiscal Year 2023-2024 Traffic Safety Committee Work Plan](#)
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**BACKGROUND AND DISCUSSION:**

Annually, the Traffic Safety Committee (TSC) adopts a Work Plan for the upcoming fiscal year, which is incorporated into a staff report to the City Council for all of the City's Committees.

This year, the adopted Work Plans for each City Committee is required to be submitted no later than June 30, 2024, to allow staff sufficient time to prepare that staff report and supplemental information for presentation to the City Council at its regularly scheduled meeting on July 2, 2024.

A previous Work Plan from Fiscal Year 2023-2024 is attached to this staff report to aid in the drafting of the TSC Work Plan for Fiscal Year 2024-25.



## **TRAFFIC SAFETY COMMITTEE FY 2023-2024 WORK PLAN**

### **MISSION STATEMENT**

The mission of the Traffic Safety Committee (TSC) is to provide community input by advising the City Council on traffic issues, development proposals and special projects as assigned by the City Council. The TSC reviews and advises on neighborhood traffic calming guidelines and proposed projects, and collaboratively work with Staff to address residents' requests for improving livability and drivability of neighborhood streets in Rancho Palos Verdes. (Resolution No. 2008-77)

### **SPECIFIC 2023-24 ASSIGNMENTS**

During the 2023-2024 fiscal year, the TSC will continue to implement its mission, with emphasis on the following goals:

1. Review and assess any item requested by residents, members of the City Council, Traffic Safety Committee, and City Staff.
2. Explore possible means, options, and opportunities to control or reduce vehicular traffic speeds throughout Rancho Palos Verdes.
3. Establish and participate in community and stakeholder workshops to solicit both general and neighborhood-specific comments related to traffic concerns.
4. Develop a Public outreach and education campaign to bring awareness to the danger associated with speeding, and educate residents regarding traffic calming measures and City traffic initiatives. Outreach campaign may include the use of City Newsletter, Social Media Posts, and through RPVtv.
5. Review ongoing and pending Traffic Studies Status via monthly reports provided by Staff.

Assignment	No.	Potential Meeting Date	Staff Support Hours
Review and assess any item requested by residents, members of the City Council, Traffic Safety Committee, and City Staff.	1	July 2023 - June 2024	Dependent upon the number of requests.
Explore possible means, options, and opportunities to control or reduce vehicular traffic speeds throughout Rancho Palos Verdes.	2	July 2023 - June 2024	Dependent upon the scope of the project.
Establish and participate in community and stakeholder workshops to solicit both general and neighborhood-specific comments related to traffic concerns.	3	July 2023 - June 2024	Dependent upon the number of requests.
Develop a Public outreach and education campaign to bring awareness to the danger associated with speeding, and educate residents regarding traffic calming measures and City traffic initiatives. Outreach campaign may include the use of City Newsletter, Social Media Posts, and through RPVtv.	4	July 2023 - June 2024	Dependent upon the number of outreach requested.
Review ongoing and pending Traffic Studies Status via monthly reports provided by Staff.	5	July 2023 - June 2024	4-6 Hours/Month