

PARTICIPATE BEFORE THE MEETING by emailing TrafficCommission@TorranceCA.Gov by 2:00 p.m. on the day of the meeting. Write "Public Comment" in the subject line and in the body of the email include the item number and/or title of the item with your comments.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's office at (310) 618-2780. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting. [28CFR35.102-35.104 ADA Title II]

Direct questions or concerns to the Commission Liaison, Shin Furukawa at (310) 781-6900 prior to submission to the Commission. Parties will be notified if the concern will be included on a subsequent agenda.

Any correspondence received before 2:00 p.m. on the day of the meeting on any item on the agenda will be provided to the Commission electronically and available for public inspection in the City Clerk's Office. A copy of the correspondence will be available for public inspection in a binder at the back of the Council Chamber or Commission Meeting room.

**TORRANCE TRAFFIC COMMISSION AGENDA
FEBRUARY 5, 2024
REGULAR MEETING
7:00 P.M. IN WEST ANNEX COMMISSION MEETING ROOM
AT 3031 TORRANCE BOULEVARD**

**TRAFFIC COMMISSION MAY TAKE ACTION ON ANY ITEM
LISTED ON THE AGENDA**

1. CALL MEETING TO ORDER

ROLL CALL: Commissioners: Endo-Roberts, Farao, Gibson, Sharma, Suruki, Thoma, Chair Obejas

2. FLAG SALUTE

3. REPORT OF THE STAFF ON THE POSTING OF THE AGENDA

The agenda was posted on the Public Notice Board at 3031 Torrance Bl. and on the City's Website on Thursday, February 1, 2024.

4. ANNOUNCEMENT OF WITHDRAWN, DEFERRED, AND/OR SUPPLEMENTAL ITEMS

5. ORAL COMMUNICATIONS (Limited up to a 15-minute period)

*This portion of the meeting is reserved for comment on items on the Consent Calendar or not on the agenda. Under the Ralph M. Brown Act, the Commission cannot act on items raised during public comment, but may respond briefly to statements made or questions posed; request clarification; or refer the item to staff. **No longer than 1 minute per speaker.** If presenting handout material to Commission, please provide 10 copies to staff before speaking.*

6. CONSENT CALENDAR

Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, that item will be removed by a Commissioner from the Consent Calendar and considered separately.

6A. Approve Commission Minutes: December 4, 2023

7. ADMINISTRATIVE MATTERS

7A. Torrance Civic Center Master Plan and Economic Feasibility Study

7B. Amendment to the California Vehicle Code Section 22500 Regarding Vehicle Parking Restrictions Near Crosswalks

8. COMMISSION AND STAFF ORAL COMMUNICATIONS

8A. Joint Meeting with City Council Availability on March 12, 2024

9. ADJOURNMENT

9A. Adjournment of Traffic Commission Meeting to Monday, March 4, 2024 at 7:00 p.m. in the West Annex Commission Meeting Room.



**MINUTES OF REGULAR MEETING OF THE
TORRANCE TRAFFIC COMMISSION**

1. CALL MEETING TO ORDER

The Torrance Traffic Commission convened in a regular session at 7:00 p.m. on Monday, December 4, 2023, in the West Annex Commission Room.

ROLL CALL

Present: Commissioners Endo-Roberts, Gibson, Sharma, Suruki, Thoma, and Chair Obejas.

Absent: Commissioner Farao.

Also Present: Public Works Engineering Manager Brenda Moun and Deputy Public Works Director Shin Furukawa.

MOTION: Commissioner Endo-Roberts moved to excuse the absence of Commissioner Farao. Commissioner Sharma seconded the motion; a roll call vote reflected 5-0 approval (Commissioners Farao and Gibson absent).

2. FLAG SALUTE

Commissioner Thoma led The Pledge of Allegiance.

3. REPORT OF STAFF ON THE POSTING OF THE AGENDA

Public Works Engineering Manager Moun reported that the agenda was posted on the Public Notice Board at 3031 Torrance Boulevard and on the City's Website on Thursday, November 30, 2023.

4. ANNOUNCEMENT OF WITHDRAWN, DEFERRED, AND/OR SUPPLEMENTAL ITEMS

None.

5. ORAL COMMUNICATIONS

None.

6. CONSENT CALENDAR

6A. APPROVAL OF MINUTES – NOVEMBER 6, 2023

MOTION: Commissioner Suruki moved to approve the November 6, 2023, minutes. Commissioner Endo-Roberts seconded the motion; a roll call vote reflected 5-0 approval (Commissioners Farao and Gibson absent).

Commissioner Gibson joined the meeting at 7:03 p.m.

7. ADMINISTRATIVE MATTERS

7A. OVERVIEW OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

Public Works Engineering Manager Moun presented Item 7A, an overview of the California Manual on Uniform Traffic Control Devices (MUTCD):

- The national MUTCD is issued by the Federal Highway Administration and is a national standard for traffic-controlled devices that provide uniformity and consistency through the country.

Chair Obejas expressed concern regarding cameras and loops not detecting cyclists and inquired what the MUTCD stated regarding camera recognition versus loop recognition. Deputy Public Works Director Furukawa stated that the MUTCD does not require camera / loop recognition, but there are guidelines for loop and camera installation.

Commissioner Sharma inquired if the Commission could influence the investment in both cameras and loops. Public Works Engineering Manager Moun stated that the camera and loop installation is on a case by case basis depending on location, and that staff can make a note of the request.

8. COMMISSION AND STAFF ORAL COMMUNICATIONS

Commissioner Sharma requested information on the deferred action regarding the absences for the October 2023 meeting. Deputy Public Works Director Furukawa stated that because there was a lack of quorum, no action would need to be taken.

Commissioner Thoma inquired on the joint City Council meeting. Public Works Engineering Manager Moun stated that she will provide updates as soon as she gets word from City Council.

Chair Obejas inquired on the Anza project. Deputy Public Works Director Furukawa stated that the project is out to bid and will be awarded during the December 12, 2023, City Council meeting.

Deputy Public Works Director Furukawa stated that parking restrictions will be enforced Friday, December 15, 2023, regarding the Seaside Holiday Lights.

9. ADJOURNMENT

MOTION: At 7:29 p.m. Commissioner Sharma moved to adjourn the meeting to Monday, February 5, 2023, at 7:00 p.m. in the West Annex Commission Room. Commissioner Thoma seconded the motion; a roll call vote reflected 6-0 approval (Commissioner Farao absent).

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Agenda Item No. 7A

TO: Traffic Commission
FROM: City Manager's Office
SUBJECT: Torrance Civic Center Master Plan and Economic Feasibility Study

RECOMMENDATION

The Public Works Director recommends that the Traffic Commission receive and file a report regarding the City's progress on the Torrance Civic Center Master Plan and Economic Feasibility Study and to request feedback on the visioning goals and objectives that the City should include in developing the plan.

BACKGROUND

The Torrance Civic Center has been an integral part of the community since its development in 1956. Originally comprising City Hall, a Police Station, and the Victor E. Benstead Plunge (City Pool), the Civic Center has evolved over time with the addition of essential public facilities. These include a Municipal Courthouse (now Human Resources Building), Library, Torrance Cultural Arts Center, City Hall Annex (East and West), and Police Headquarters. The State of California has also been a presence, operating a Superior Courthouse and Traffic Court/Probation Annex on-site since the 1960s, making the Civic Center a hub for civic activities.

OVERVIEW

With approximately 40-acres spread across seven parcels, the Civic Center is a significant part of Torrance's landscape. However, the aging facilities are now reaching a condition that necessitates either replacement or extensive refurbishment. Recognizing this, the City Council initiated the process of developing a new master plan to address the challenges posed by the aging infrastructure. The master plan aims to assess various factors, including costs, building conditions, operational issues, aesthetics, maintenance costs, and community programming needs.

In pursuit of a reimagined Civic Center, the City Council awarded a Consulting Services Agreement to Gruen Associates of Los Angeles, California. Gruen Associates will play a pivotal role in developing the Civic Center Master Plan and Economic Feasibility Study. This comprehensive plan will not only address the aging structures but also explore opportunities to efficiently utilize the Civic Center campus.

The master plan aims to enhance the Civic Center's functionality, creating a cohesive and modernized aesthetic appeal. Through a comprehensive public outreach program, the City of Torrance seeks community input to ensure the reimagined Civic Center meets the needs and aspirations of its residents. The City of Torrance, in collaboration with consultants, is committed to realizing the community's vision for a reimagined Civic Center. The Master Plan and Economic Feasibility Study will lay the groundwork for a new, modern center that provides space for community activities, aligning with Torrance's aesthetic aspirations and enhancing City pride. This transformation will carefully consider projected land uses, densities, economic returns, and the necessary Zoning and General Plan amendments. The Torrance Civic Center Master Plan will be a community-driven planning document that is poised to evolve our

existing campus into a vibrant and sustainable hub, reflecting the values and aspirations of the community it proudly serves.

As an essential note, it's crucial to understand that the master plan represents the initial phase of a multi-step process to realize the campus's revitalization. This may include zone changes and general plan amendments before any aspect of the vision is materialized. The City of Torrance, alongside consultants, is dedicated to transparency and collaboration throughout this transformative journey, ensuring that the community's vision guides each subsequent phase of this exciting initiative.

MASTER PLAN PROGRESS

Over the past four months, City Manager's Office staff and Gruen Associates completed a series of interviews with City departments and City Council to obtain their feedback on existing conditions and space planning needs for the City-operated public facilities. A Lunch and Learn session was held on November 13, 2023 to obtain feedback from our employee groups regarding the project. Our real estate economic sub-consultant, LandEconGroup, has conducted interviews with business stakeholders including adjacent commercial properties to obtain feedback on the Civic Center Master Plan. Furthermore, LandEconGroup is concurrently completing a real estate market analysis to determine which land uses have the potential to generate significant land value and land lease revenue. The analysis will also review historical trends for market context and will forecast market outlook over the next 10 years. The deliverable would be a memorandum report that should be completed within the next four weeks and will serve to inform the creation of planning design alternatives for the master plan.

Within the next quarter, the City will begin the community engagement strategy for the visioning portion of the master planning process. The purpose of this visioning process is to obtain public feedback on the existing conditions of the Civic Center and determine interest for potential renovation/redevelopment of the campus for other land uses and public services. The strategy will be completed by City staff, who will host one community open house event; a minimum of four community pop-up events; and an online/in-person community survey. Additionally, City staff intends to meet with each Commission at one of their regularly scheduled meetings to provide the opportunity to solicit feedback and comments on the development of the Civic Center Master Plan. At the conclusion of the visioning process, staff intends to provide a formal update to City Council and present preliminary design alternatives for the Civic Center campus. Subsequently, City staff intends to complete another round of community engagement to obtain public input on the design alternatives that will aid in preparing a draft master plan for City Council consideration by Fall 2024.

Respectfully submitted,

ARAM CHAPARYAN
CITY MANAGER

By



Carlos Huizar
Management Associate

CONCUR:



Aram Chaparyan
City Manager

Aram Chaparyan
City Manager

Agenda Item No. 7B

TO: Traffic Commission

FROM: Craig Bilezerian, Public Works Director

SUBJECT: Amendment to the California Vehicle Code Section 22500 Regarding Vehicle Parking Restrictions Near Crosswalks

RECOMMENDATION

The Public Works Director recommends that the Traffic Commission receive and file a report regarding an amendment to the California Vehicle Code Section 22500 for vehicle parking restrictions near crosswalks.

BACKGROUND AND ANALYSIS

State Assembly Bill 413 (AB 413), passed in October 2023, amends the California Vehicle Code (CVC) Section 22500 to include additional locations where parking is prohibited. Prior to the amendment, parking was prohibited within crosswalks and curb returns, but permitted outside of crosswalks unless otherwise marked. The CVC amendment now prohibits parking within 20 feet of the vehicle approach side of any marked or unmarked crosswalk. CVC Section 22500 is included as Attachment A (amended section in italics).


The CVC amendment implements a practice called "Daylighting" which is the technique of restricting parked cars adjacent to pedestrian crossings to improve visibility and therefore increasing the safety of pedestrians. Daylighting results in a wider driver sight triangle that allows drivers to see pedestrians and other vehicles sooner as they approach intersections. The City of San Francisco systemically implemented Daylighting at 80 intersections in 2014 and saw a 14% decrease in the number of accidents.

Currently, some locations within the City may already meet the new CVC distance requirements and have marked red curbs in conjunction with "STOP" signs and "No Stopping Any Time" signs. The CVC amendment does not require curbs to be painted or the area to be signed to be enforceable similar to fire hydrants; however, Public Works may evaluate installation of new red curb on a case-by-case basis.

The new parking restriction went into effect on January 1, 2024, but the CVC amendment prohibits jurisdictions from issuing citations until January 1, 2025. Therefore, the Torrance Police Department may only issue warnings until the end of the year and may begin issuing citations starting January 1, 2025. The City will conduct public outreach and utilize social media platforms to inform the public of the new parking restrictions.

Respectfully submitted,

CRAIG BILEZERIAN
PUBLIC WORKS DIRECTOR

By  Beth Overstreet
for Shin Furukawa
Deputy Public Works Director/City Engineer

VEHICLE CODE - VEH

DIVISION 11. RULES OF THE ROAD [21000 - 23336]

(Division 11 enacted by Stats. 1959, Ch. 3.)

CHAPTER 9. Stopping, Standing, and Parking [22500 - 22526]

(Chapter 9 enacted by Stats. 1959, Ch. 3.)

22500.

A person shall not stop, park, or leave standing any vehicle whether attended or unattended, except when necessary to avoid conflict with other traffic or in compliance with the directions of a peace officer or official traffic control device, in any of the following places:

- (a) Within an intersection, except adjacent to curbs as may be permitted by local ordinance.
- (b) On a crosswalk, except that a bus engaged as a common carrier or a taxicab may stop in an unmarked crosswalk to load or unload passengers when authorized by the legislative body of a city pursuant to an ordinance.
- (c) Between a safety zone and the adjacent right-hand curb or within the area between the zone and the curb as may be indicated by a sign or red paint on the curb, which sign or paint was erected or placed by local authorities pursuant to an ordinance.
- (d) Within 15 feet of the driveway entrance to a fire station. This subdivision does not apply to any vehicle owned or operated by a fire department and clearly marked as a fire department vehicle.
- (e) (1) In front of a public or private driveway, except that a bus engaged as a common carrier, schoolbus, or a taxicab may stop to load or unload passengers when authorized by local authorities pursuant to an ordinance.

(2) In unincorporated territory, where the entrance of a private road or driveway is not delineated by an opening in a curb or by other curb construction, so much of the surface of the ground as is paved, surfaced, or otherwise plainly marked by vehicle use as a private road or driveway entrance, shall constitute a driveway.
- (f) On a portion of a sidewalk, or with the body of the vehicle extending over a portion of a sidewalk, except electric carts when authorized by local ordinance, as specified in Section 21114.5. Lights, mirrors, or devices that are required to be mounted upon a vehicle under this code may extend from the body of the vehicle over the sidewalk to a distance of not more than 10 inches.
- (g) Alongside or opposite a street or highway excavation or obstruction when stopping, standing, or parking would obstruct traffic.
- (h) On the roadway side of a vehicle stopped, parked, or standing at the curb or edge of a highway, except for a schoolbus when stopped to load or unload pupils in a business or residence district where the speed limit is 25 miles per hour or less.
- (i) Except as provided under Section 22500.5, alongside curb space authorized for the loading and unloading of passengers of a bus engaged as a common carrier in local transportation when indicated by a sign or red paint on the curb erected or painted by local authorities pursuant to an ordinance.
- (j) In a tube or tunnel, except vehicles of the authorities in charge, being used in the repair, maintenance, or inspection of the facility.
- (k) Upon a bridge, except vehicles of the authorities in charge, being used in the repair, maintenance, or inspection of the facility, and except that buses engaged as a common carrier in local transportation may stop to load or unload passengers upon a bridge where sidewalks are provided, when authorized by local authorities pursuant to an ordinance, and except that local authorities pursuant to an ordinance or the Department of Transportation pursuant to an order, within their respective jurisdictions, may permit parking on bridges having sidewalks and shoulders of sufficient width to permit parking without interfering

with the normal movement of traffic on the roadway. Local authorities, by ordinance or resolution, may permit parking on these bridges on state highways in their respective jurisdictions if the ordinance or resolution is first approved in writing by the Department of Transportation. Parking shall not be permitted unless there are signs in place, as may be necessary, to indicate the provisions of local ordinances or the order of the Department of Transportation.

(l) In front of or upon that portion of a curb that has been cut down, lowered, or constructed to provide wheelchair accessibility to the sidewalk.

(m) In a portion of a highway that has been designated for the exclusive use of public transit buses.

(n) (1) (A) *Within 20 feet of the vehicle approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present.*

(B) Notwithstanding subparagraph (A), a local authority may establish a different distance if both of the following requirements are met:

(i) A local authority establishes the different distance by ordinance that includes a finding that the different distance is justified by established traffic safety standards.

(ii) A local authority has marked the different distance at the intersection using paint or a sign.

(2) *Notwithstanding paragraph (1), a local authority may permit commercial vehicle loading or unloading within 20 feet of the vehicle approach side of any marked or unmarked crosswalk or within 15 feet of any crosswalk where a curb extension is present if both of the following requirements are met:*

(A) A local authority authorizes the commercial vehicle loading and unloading by ordinance and identifies the crosswalk or crosswalks in the ordinance.

(B) A local authority has marked the commercial loading and unloading areas with paint or signage.

(3) *Notwithstanding paragraph (1), a local authority may permit parking for bicycles or motorized scooters within 20 feet of a crosswalk.*

(4) *Prior to January 1, 2025, jurisdictions may only issue a warning, and shall not issue a citation, for a violation unless the violation occurs in an area marked using paint or a sign.*

(Amended by Stats. 2023, Ch. 652, Sec. 1. (AB 413) Effective January 1, 2024.)