

In compliance with Governor Newsom's Executive Order N-29-20, which suspended portions of the Brown Act, Governor Newsom's Executive Order N-33-20 (Stay At Home Order issued March 19, 2020), and the County of Los Angeles Public Health Officer's Reopening Safer at Work and in the Community for Control of COVID-19 Blueprint for a Safer Economy – Yellow Tier Risk Reduction Measures (issued May 14, 2021), members of the Traffic Commission and staff will participate in this meeting via teleconference or other electronic means.

PARTICIPATE BEFORE THE MEETING by emailing PWTraffic@TorranceCA.Gov and write "Public Comment" in the subject line. In the body of the email include the item number and/or title of the item with your comments.

MEMBERS OF THE PUBLIC MAY VIEW AND PARTICIPATE IN THE MEETING via Zoom by using the following link or by calling in with the phone number listed below: <https://bit.ly/3kVcVBa>
Phone number: 1-669-900-9128
Meeting ID: 987 4942 0547
Passcode: 147984

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, Steve Finton, at (310) 781-6900 prior to submission to the Commission. Parties will be notified if the complaint will be included on a subsequent agenda.

**TORRANCE TRAFFIC COMMISSION AGENDA
JUNE 7, 2021
REGULAR MEETING
7:00 P.M. VIA TELECONFERENCE OR OTHER ELECTRONIC MEANS**

1. CALL MEETING TO ORDER

ROLL CALL: Commission members Farao, Habel, Kosidlak, Obejas, Suruki, Zander, Chair Thomas

2. FLAG SALUTE

3. REPORT OF 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, June 3, 2021.

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 ANNOUNCEMENT OF WITHDRAWN, DEFERRED, AND/OR SUPPLEMENTAL ITEMS

5. ORAL COMMUNICATIONS (Limited to a 30 minute period)

This portion of the meeting is reserved for public comment on items not on the agenda under the subject matter of the Traffic Commission. Under the Ralph M. Brown Act, Commissioners 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. Speakers under this Public Comment period will have no longer than 3 minutes per speaker. Please do not use Bluetooth or speaker devices, mute the volume on your television or other electronic devices and speak clearly. Your phone call to the Commission meeting will be recorded as part of the meeting. By staying on the line and making public comment during the meeting, you are agreeing to have your phone call recorded.

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. APPROVAL OF MINUTES: MAY 3, 2021

7. ADMINISTRATIVE MATTERS (DISCUSSION ITEMS)

- 7A. Consideration of Proposed Median and Tree Removal Related to the Westbound Left-Turn Lane Extension Project on Pacific Coast Highway between Palos Verdes Boulevard and Camino de las Colinas

8. COMMISSION AND STAFF ORAL COMMUNICATIONS

9. ADJOURNMENT

- 9A. Adjournment of Traffic Commission Meeting to Monday, August 2, at 7:00 p.m. In compliance with Governor Newsom's Executive Order N-29-20, which suspended portions of the Brown Act, Governor Newsom's Executive Order N-33-20 (Stay At Home Order issued March 19, 2020), and the County of Los Angeles Public Health Officer's Reopening Safer at Work and in the Community for Control of COVID-19 Blueprint for a Safer Economy – Yellow Tier Risk Reduction Measures (issued May 14, 2021), members of the Traffic Commission and staff will participate in this meeting via teleconference or other electronic means.

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

1. CALL MEETING TO ORDER

The Torrance Traffic Commission convened in a meeting via teleconference or other electronic means at 7:00 p.m. on Monday, May 3, 2021.

ROLL CALL

Present: Commissioners Farao, Habel, Kosidlak, Obejas, Suruki, Zander, and Chairperson Thomas.

Absent: None.

Also Present: Deputy Public Works Director Finton, Associate Engineer Lotus, and Torrance Police Sergeant Koenig.

2. SALUTE TO THE FLAG

Commissioner Obejas led the Pledge of Allegiance.

3. REPORT OF STAFF ON THE POSTING OF THE AGENDA

MOTION: Commissioner Suruki moved to accept and file the report of the City Clerk on the posting of the agenda for this meeting. Commissioner Obejas seconded the motion; a roll call vote reflected unanimous approval.

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

Deputy Public Works Director Finton announced that supplemental material was available for Item 7A.

5. ORAL COMMUNICATIONS – None.

6. CONSENT CALENDAR

6A. APPROVAL OF MINUTES: APRIL 5, 2021

MOTION: Commissioner Obejas moved to approve the Traffic Commission meeting minutes of April 5, 2021 as submitted. Commissioner Suruki seconded the motion; a roll call vote reflected 7-0 approval.

7. ADMINISTRATIVE MATTERS

7A. CONSIDERATION TO INSTALL CENTERLINE STRIPING ON CALLE DE ARBOLES FROM VIA ALAMEDA TO VIA COLUSA ON A TRIAL BASIS

Deputy Public Works Director Finton provided background on this item, continued from the March 1, 2021 Traffic Commission meeting. He recommended the Commission approve

installation of yellow centerline traffic striping on Calle de Arboles from Via Alameda to Via Colusa for an approximate one-year trial basis. He noted these implementation measures would help to reduce vehicle speeds on this segment of roadway. He stated a trial would provide staff and the neighborhood time to evaluate the efficacy of the striping, adding that staff would return to the Traffic Commission in 2022 to determine if the striping should remain in place or be removed.

He answered questions raised by Commissioner Obejas and Chairperson Thomas.

At 7:15 p.m., Chairperson Thomas invited members of the public to speak.

At 7:57 p.m., Chairperson Thomas closed the public hearing, and Commissioners and staff discussed concerns and comments expressed by residents.

Sergeant Koenig voiced his support for the recommendation.

MOTION: Commissioner Obejas moved to direct staff to move forward with staff's recommendation, contingent on gathering volume and speed traffic data prior to and after the centerline striping is installed. Commissioner Habel seconded the motion; a roll call vote reflected unanimous approval.

8. COMMISSION AND STAFF ORAL COMMUNICATIONS

Deputy Public Works Director Finton spoke.

Commissioner Obejas, with concurrence from Commissioners, requested that staff place an item on a future agenda regarding speed humps/bumps.

9. ADJOURNMENT

MOTION: At 8:32 p.m., Commissioner Suruki moved to adjourn the meeting to June 7, 2021 at 7:00 p.m. Commissioner Kosidlak seconded the motion; a roll call vote reflected approval.

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Traffic Commission Meeting
June 7, 2021

Agenda Item No. 7a

TO: Traffic Commission

FROM: Steve Finton, Deputy Public Works Director - City Engineer

SUBJECT: Consideration of Proposed Median and Tree Removal Related to the Westbound Left-Turn Lane Extension Project on Pacific Coast Highway between Palos Verdes Boulevard and Camino de las Colinas

RECOMMENDATION

The Public Works Director recommends that the Traffic Commission approve removal of the raised center median and tree in Pacific Coast Highway (PCH) between Palos Verdes Boulevard and Camino de las Colinas as required to extend the westbound to southbound left-turn lane at the intersection of PCH and Palos Verdes Boulevard for the purposes of mitigating cut-through traffic in the City of Torrance neighborhood south of PCH.

SUMMARY

Starting in 2016, the City of Torrance has been working to mitigate cut-through traffic in the neighborhood south of PCH and east of Palos Verdes Boulevard (PV Blvd). There has been a significant effort on the part of City Council, Traffic Commission, staff and residents to identify and implement measures to reduce and calm cut-through traffic in this neighborhood particularly on Camino de las Colinas (Colinas) and Paseo de las Delicias (Delicias). These efforts have been for the purpose of restoring and enhancing the quality of life for City of Torrance residents living in this neighborhood. To this end, staff performed many traffic observations, traffic counts, license plate surveys and presented this data to the Traffic Commission, City Council and the public. To date, this issue has been discussed five times at Traffic Commission and once at City Council.

In 2018, the Traffic Commission approved installation of left-turn restrictions from PCH onto Colinas, which had the negative result of diverting traffic onto other residential streets. After the Traffic Commission directed that the left-turn restrictions remain, the residents of Delicias successfully appealed to the City Council to have the restrictions removed. At the appeal hearing, City Council directed staff to pursue dual left-turn lanes on PCH as an ultimate solution with extension of the existing PCH left-turn lane and removal of the median and tree as an interim solution. Staff pursued both with Caltrans and received approval and permits to remove the median/tree and to extend the left-turn lane east to Colinas. City Council awarded a construction contract and work was set to begin in February 2021. Members of the public began to object to tree removal after routine construction notices were distributed by the contractor. Staff was directed to bring back the median and tree removal topic to the Traffic Commission for further discussion. Staff stands by its recommendation that removal of the median and tree is required to mitigate cut-through traffic in the neighborhood south of PCH for the benefit of City of Torrance residents living in the neighborhood south of PCH.

BACKGROUND

Cut-through traffic has been a longstanding issue in the residential neighborhood southeast of the intersection of PCH and PV Blvd (See Location Map, Attachment A). Since 2016, the City has been making efforts to mitigate cut-through traffic in the neighborhood. Those efforts are described below.

On July 26, 2016, City Council directed staff to bring an item to the Traffic Commission to consider traffic calming measures for Colinas in response to citizen reports of cut-through traffic using that street.

On October 3, 2016, the Traffic Commission obtained public input regarding cut-through traffic on Colinas. Staff used this input to develop a plan to investigate the issue. Following this meeting, staff performed preliminary traffic counts for use in the analysis.

On March 6, 2017, staff presented the results of the investigation to the Traffic Commission. It was determined that cut-through traffic volume was significant on Colinas. During the peak period of 4:30 PM to 6:00 PM, 139 of 158 vehicles (88%) drove through Colinas from PCH to Via Monte D'oro without stopping. Staff provided a list of potential measures to mitigate cut-through traffic and indicated that the ultimate solution would be to improve left-turn capacity at the PCH at PV Blvd intersection for the westbound to southbound left-turn movement. Staff also suggested that interim measures could be implemented while the larger intersection improvement is pursued. Members of the public at this meeting provided input and generally supported a left-turn restriction or physical barrier to limit or prevent left turns onto Colinas from PCH.

On April 3, 2017, the Traffic Commission concurred with staff's recommendation to pursue a project to add a second left-turn lane at the PCH/PV Blvd Intersection and to install a left-turn restriction with a raised island at the PCH/Colinas intersection. After the Traffic Commission's concurrence, staff prepared plans for the left-turn restriction including signage and a raised island in the Colinas entrance to PCH. PCH is a state highway controlled by Caltrans; therefore, a Caltrans permit was required. The Caltrans permit was issued on May 22, 2018. City crews installed the signage and island in September 2018.

On December 3, 2018, staff presented to the Traffic Commission after-count data illustrating the impacts of the left-turn restrictions on the neighborhood. The impacts were a 56 vehicle decrease (-36%) in traffic on Colinas and a 49 vehicle increase (+51%) in traffic on Delicias during the peak period of 4:30 PM to 6:00 PM. Due to the impacts to Delicias, staff recommended removal of the left-turn restrictions to return traffic to pre-existing condition. The Traffic Commission voted to leave the left-turn restrictions in-place at PCH and Colinas and to consider restricting left-turns from PCH onto Paseo de las Delicias and Vista del Parque as well.

On December 18, residents of Paseo de las Delicias filed an appeal to remove the left-turn restriction at PCH/Camino de las Colinas.

On January 15, 2019, the appeal was heard by the City Council. City Council voted to remove the left-turn restriction from Colinas due to the unintended diversion of traffic onto Delicias. City Council also directed staff to pursue construction of dual westbound to southbound left-turn lanes on PCH at PV Blvd as an ultimate solution. This solution would require Caltrans involvement and would take a significant amount of time due to the complexity of the improvement and potential need for additional right-of-way. As an interim solution, City Council directed staff to pursue a

simpler project to remove the existing median on PCH to extend the single westbound to southbound left-turn lane such that drivers wishing to turn left are not blocked by the existing median and tree. This solution would also require Caltrans involvement, but would be less extensive and the project could be delivered more quickly.

After City Council direction, City staff prepared plans and submitted applications for Caltrans permits to remove the PCH median and tree between PV Blvd and Colinas and to extend the left-turn lane. A Caltrans permit was secured in March of 2020 and a contract was awarded by City Council to construct the improvements. Construction was set to begin in February 2021. Before construction began, however, some members of the public raised concerns about removal of the tree in the median, including those that do not live on Colinas or Delicias. The City then scheduled a meeting to give the public an additional opportunity to provide comments related to removal of the median and tree.

On April 5, 2021, the Traffic Commission held a discussion regarding the proposed left-turn lane extension project. Members of the public spoke and the majority of speakers were opposed to tree removal (17 spoke; 4 in favor of median and tree removal; 12 were opposed to tree removal, 1 had other comments). It should be noted that many of those that spoke do not live on Colinas or Delicias and, therefore, do not experience the recurring weekday impacts of cut-through traffic on these streets. Many requested that the City consider other alternatives such as signal timing changes, widening PCH to the north and extending the median as far back as possible without affecting the tree. Several speakers argued that removal of the tree would be contrary to the goals of an agency recognized as a "Tree City USA" City. This meeting was an information gathering meeting with no action taken by the Traffic Commission.

ANALYSIS

Purpose for median and tree removal

A raised center median and tree exist on PCH between PV Blvd and Colinas (See Existing Conditions, Attachment B). The median and tree restrict access to the westbound to southbound left-turn lane and is the primary reason traffic cuts-through on Colinas and Delicias. Drivers wanting to turn left onto PV Blvd cannot enter the left-turn lane when westbound traffic frequently queues back to the tree. Drivers see the left-turn phase go green, but they can't enter the left-turn lane. They are forced to wait another traffic signal cycle to make the left turn. Instead of waiting, many drivers avoid this by turning left and cutting through the neighborhood (primarily on Colinas) and then turn back onto PV Blvd at intersections south of PCH. The license plate surveys indicated this cut-through maneuver was common. So much so, that staff modified traffic signal timing at the intersections of PV Blvd at Monte Doro, Calle Miramar and Calle Mayor to provide additional GREEN time for PV Blvd, resulting in longer RED time for cut-through traffic turning onto to southbound PV Blvd.

The Traffic Commission and City Council directed staff to pursue measures to increase access to and/or the capacity of the westbound to southbound left-turn movement at the intersection of PCH and PV Blvd. Staff secured Caltrans permits to remove the median and tree and extend the left-turn lane back to Colinas for the purpose of enhancing access to the westbound to southbound left-turn lane (See Proposed Improvement, Attachment C).

Other Alternatives Considered

Staff has considered the alternatives discussed below.

Extend Left-Turn Lane Without Removing Tree - Staff considered the alternative of extending the left-turn lane back to the tree without removing the tree. This alternative does not provide the extension needed to mitigate cut through traffic. The left-turn lane could be extended by approximately 40 feet only, which would provide storage for perhaps two additional cars. Left-turn lane storage, however, is not the issue. Access to the left-turn lane is the true issue. There would be minimal additional left-turn lane access by provided the 40-foot extension, but not enough to appreciably reduce cut-through traffic. It is expected that drivers would continue to cut-through the neighborhood unless clear and open access to the left-turn lane is provided as would be accomplished by removal of the median and tree.

Move All Westbound Lanes North, Extend Left-Turn Lane Adjacent to Median - Staff also considered the alternative of moving all westbound lanes to the north such that the left-turn lane could be extended back adjacent to the tree. There simply isn't enough PCH right-of-way available to do this. Presently, there is 30 feet of roadway between the north median curb and the north curb. Proposed would be an 11-foot left-turn lane, two 11-foot through lanes a 5-foot bike lane and a 12-foot right-turn lane and at least an 8-foot sidewalk totaling to 58 feet. Each of these widths is narrower than Caltrans' standards and wider lanes may be required by Caltrans. Additionally, this option would require an unusual horizontal shift of traffic lanes that may not be approved by Caltrans. In any case, there is not enough PCH right-of-way to accomplish this alternative.

Modify Traffic Signal Sequencing - Staff also considered modifying traffic signal timing sequences to have the westbound left-turn phase and the adjacent westbound through phase proceed simultaneously, each with GREEN indications. This may provide minimal improvement as some left-turning vehicles will be able to enter the left-turn lane as the through lanes discharge; however, drivers at the back of the through-lane queue would not be able to enter the left-turn lane due to the raised median. When confronted with this, drivers will continue with their old habit of cutting through the neighborhood.

Some have criticized the City of Torrance for considering removal of the tree while currently being recognized as a "Tree City USA". The City of Torrance has been recognized as a Tree City USA for three years and is proud of this recognition. Tree City USA designation requires that the City commit to urban forestry management including: maintaining a tree board or department; having a community tree ordinance; budgeting funds to urban forestry and celebrating Arbor Day. The City's commitment to urban forestry extends well beyond these minimum requirements. More information regarding Tree City USA is available at the City's website at:

<https://www.torranceca.gov/our-city/public-works/city-trees-landscapes/tree-city-usa>

The City of Torrance maintains an urban forest of over 37,000 trees living in public rights-of-way. A dedicated staff of 18 full-time City of Torrance employees tends to this forest and plants in excess of 400 new trees every year. Maintaining an urban forest is a challenge with many factors being carefully balanced.

On occasion, the City must remove a tree. Diseases or other environmental conditions can harm trees requiring their removal to protect the public and other trees. At other times, they cause damage to important City infrastructure such as sidewalks, curbs, gutters and pavement. Sometimes trees were planted in locations that can no longer accommodate them as is the case

here. A new tree is planted virtually every time a tree must be removed. Inevitably, opponents of tree removals argue that the new trees planted are not as big as the trees removed. This is true and unavoidable as it would be impractical to purchase, transport and plant very large trees. Instead, the City plants smaller trees and tends to them so they grow into larger trees. The subject tree was planted as a small tree around 1980 and grew into a mature tree. In this case, the City intends to plant five trees nearby in an effort to mitigate removal of this tree. Additionally, there are many existing mature trees in the parkway on the south side of PCH planted and maintained by the City of Torrance that will remain as part of our urban forest.

Tree species selection is another important consideration. The tree in question is a Ficus tree. This tree species was planted in large numbers in the seventies and eighties due to their fast growth. They are also notorious for being very destructive to City infrastructure such as sidewalks, curbs, gutters and roadway. The subject Ficus tree has caused significant damage. The City of Torrance would never plant another Ficus tree in the public right-of-way due to the damage they cause.

As has been stated before, the tree is within Caltrans jurisdiction and the City secured permits from Caltrans to remove the tree and median. On May 25, 2021, staff received an email from Caltrans staff (Attachment 4) indicating that the tree should be removed and indicated that the tree is "the wrong tree in the wrong place".

It is also important to note that this tree is in the City of Torrance. Many that object to removal of this tree do not live in the neighborhood and are not affected by the cut-through traffic caused in part by the tree and median. The wellbeing of City of Torrance residents is the City's priority.

Staff recommends that the Traffic Commission approve removal of the raised center median and tree in PCH between PV Blvd and Colinas as required to extend the westbound to southbound left-turn lane at the intersection of PCH and PV Blvd for the purposes of mitigating cut-through traffic in the City of Torrance neighborhood south of PCH.

A public notice (Attachment 5) was mailed to 823 parcels notifying residents of tonight's meeting. The public notification area is shown in Attachment 6.

Respectfully submitted,

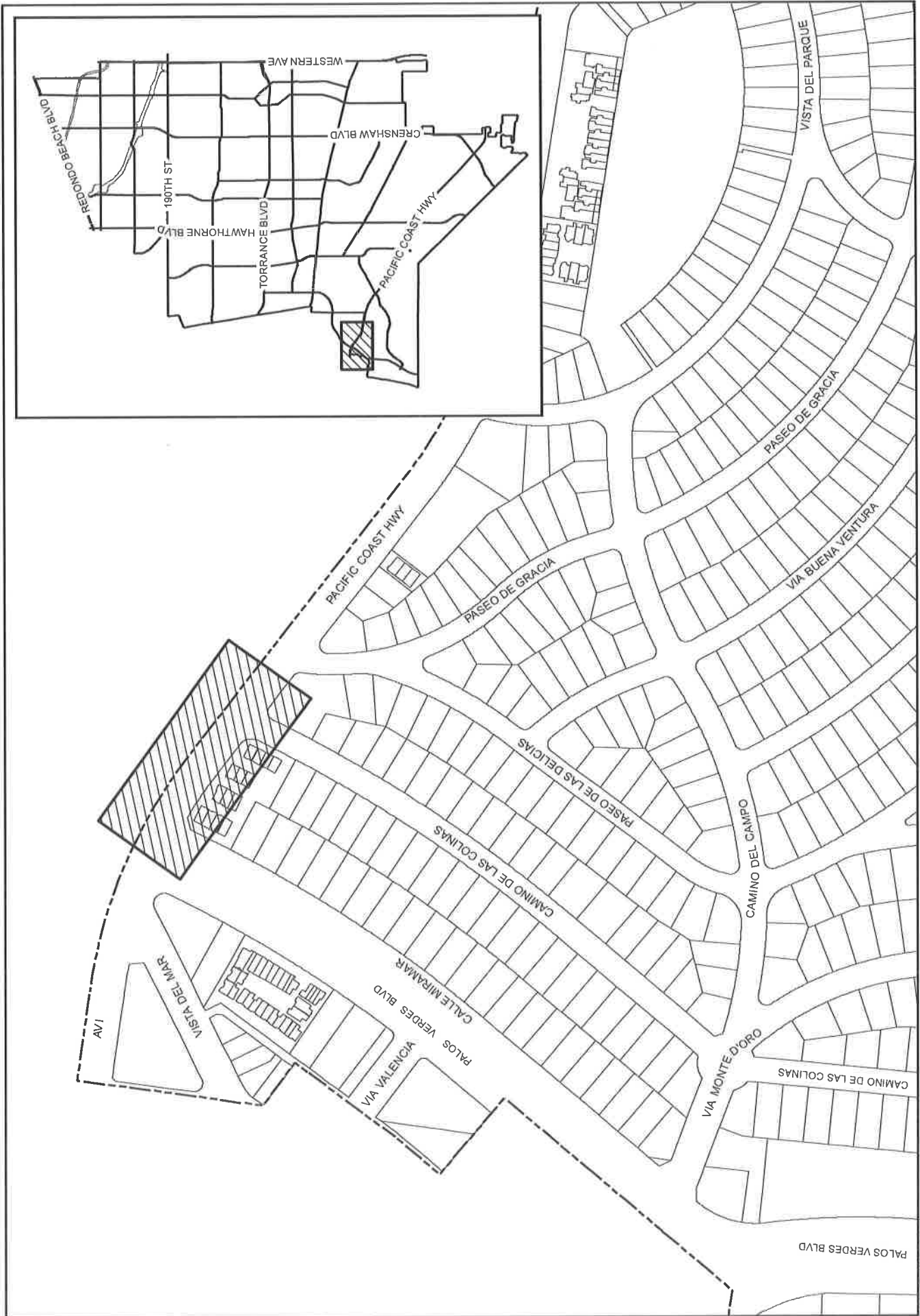
CRAIG BILEZERIAN
PUBLIC WORKS DIRECTOR

By 

Steven J. Finton
Deputy Public Works Director-City Engineer

Attachments:

1. Location Map
2. Existing Condition
3. Proposed Improvements
4. Email from Caltrans
5. Public Notice
6. Notification Area

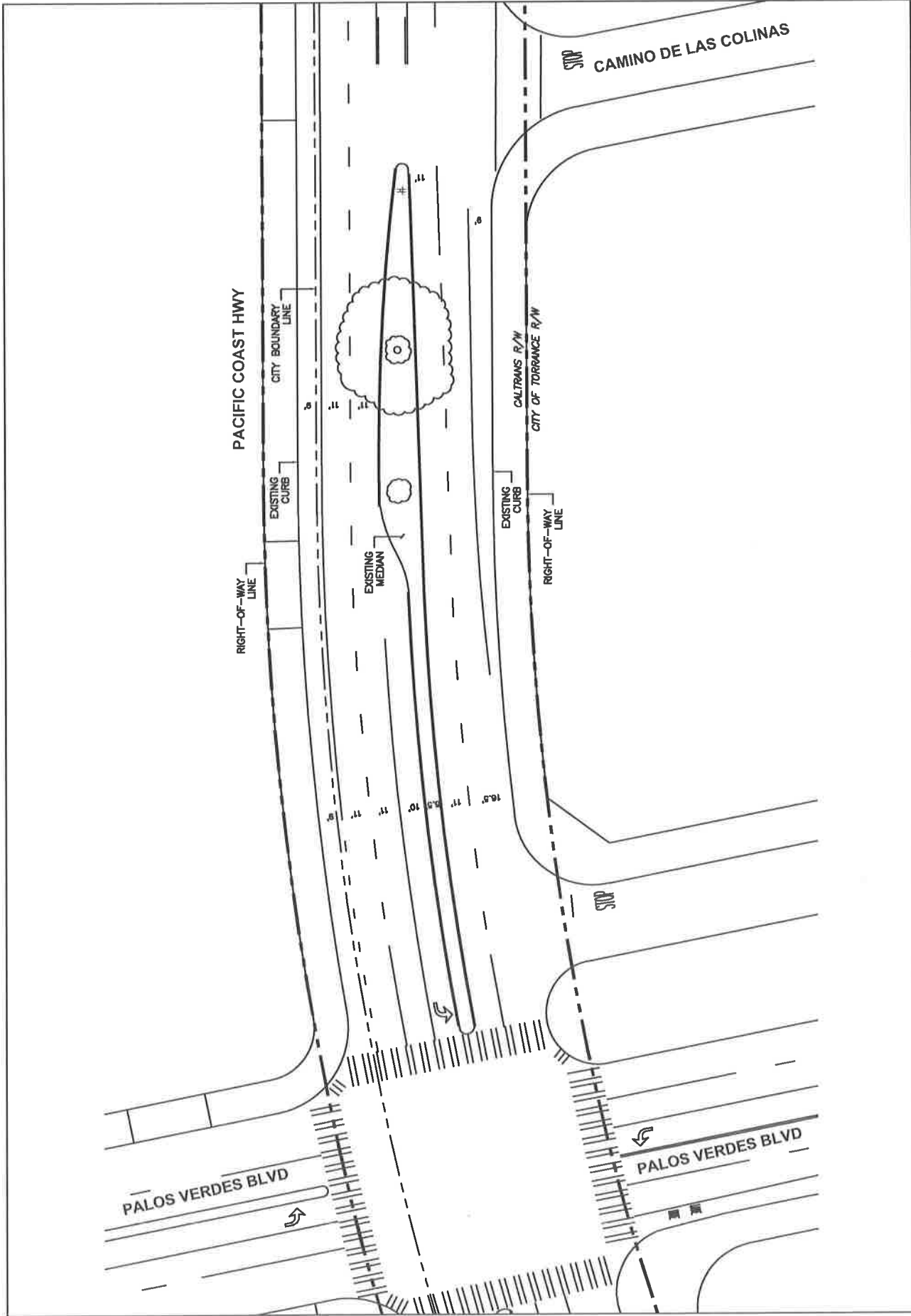


Location Map

Project Area



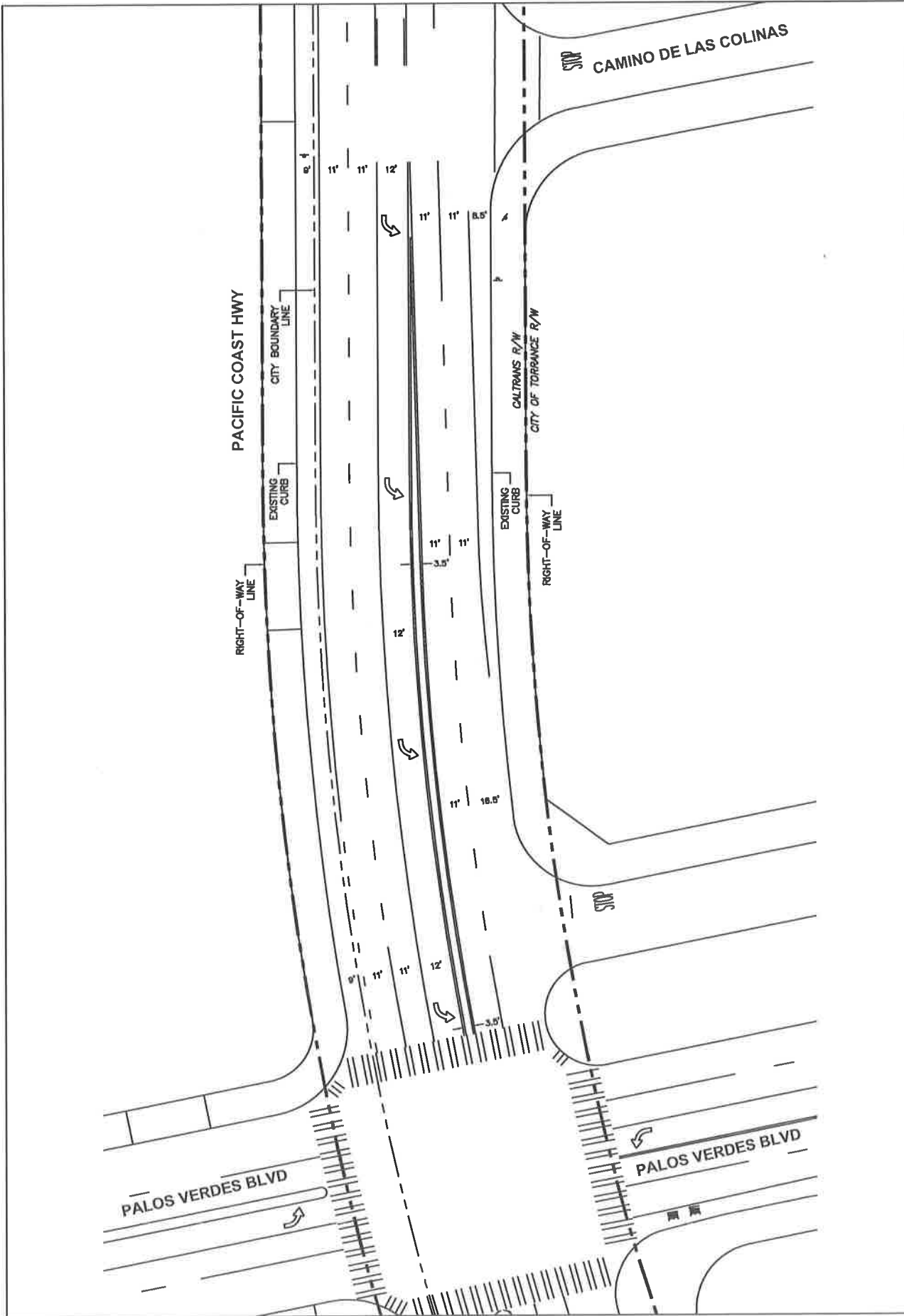
LocationMap.mxd



EXISTING CONDITION

CITY OF TORRANCE
PUBLIC WORKS DEPARTMENT





PROPOSED IMPROVEMENTS

CITY OF TORRANCE
PUBLIC WORKS DEPARTMENT



[REDACTED]

Subject: Ficus Tree Inspection Emails on PCH at South of PV Blvd.

From: Shim, Allen@DOT [REDACTED]

Sent: Tuesday, May 25, 2021 4:26 PM

To: Finton, Steve [REDACTED]

Cc: [REDACTED]

Subject: Ficus Tree Inspection Emails on PCH at South of PV Blvd.

WARNING: External e-mail
Please verify sender before opening attachments or clicking on links.

Hello Steve,

The below statements were bulletin points inspections from Maintenance Landscape Specialist on May 19, 2021.





I've been asked to, conduct a health inspection on a Ficus tree that may be in jeopardy of removal. The tree in the above attached pictures:

- The Ficus in the attached pictures needs to be removed. That is my recommendation.
- It is too big for the location.
- The tree has black soot on the branches and main stem.
- We can plant *Lagerstroemia indica* Crape Myrtles, or some other small tree that will not create problems as it matures.
- The Ficus tree, in the attached above pictures, is the wrong tree in the wrong place.
- As you can see from the pic, the over grown Ficus tree is in a 12' center medium with only a small hedge to protect it.
- There are at least 7 weakly attached branches fallen onto the cars driving underneath of the tree.
- The overall health of the tree looks good, but it could be from *Botryosphaeria* fungus or more likely, Exhaust-soot and road dust.
Whether it has *botryosphaeria* fungus or not, it is a hazard, and needs to be removed.
- As typical for this type of tree, it's roots are lifting the pavement.
- The canopy with branches looks full.
- I'm mostly concerned with the weakly attached branches.

The below is the media clip for your reference when you have Traffic Commission meeting.

1. The first two pics below are of overgrown Ficus trees that failed.
2. The third pic below with our friend Jerry Turney, and the story about *botryosphaeria* fungus is just another reason to remove the tree.
3. The canopy of the Ficus tree in the attached pic, does not show signs of advanced defoliation caused by *botryosphaeria* fungus like the trees behind Jerry, but at this stage in its life, it is the wrong tree in the wrong place.
4. **Love them or hate them, Ficus trees lining city streets are dying from a new fungal disease** Jerry Turney, senior biologist/plant pathologist with the Los Angeles County Department of Agricultural Commissioner discussing dying ficus microcarpa trees on Main Street in Alhambra Friday, May 12, 2017. Ficus Microcarpa is a popular urban landscape tree and they have been dying all over Southern California from a fungal disease. Another problem cities have with the Ficus Microcarpa tree is that the roots displace sidewalks. (Photo by Walt Mancini/Pasadena Star-News/SCNG)
<https://www.sgvtribune.com/2017/06/17/love-them-or-hate-them-ficus-trees-lining-city-streets-are-dying-from-a-new-fungal-disease/>

Tens of thousands of mature street trees in Southern California are susceptible to a new, deadly fungal strain that kills at alarming speeds and threatens to destroy the urban forest in older cities known for their tree-lined streets, scientists say.

Branch die back disease caused by *botryosphaeria* fungus has already infected more than 25 percent of the region's Ficus trees, also known as Indian laurel-leaf fig, said Donald Hodel, researcher and horticultural advisor for the University of California Cooperative Extension in Los Angeles.

Because of the disease's rapid spread, all the region's Ficus trees could die in 10-30 years, leaving cities with the incredibly expensive task of removing them and planting new trees. More importantly, the wiping out of *Ficus microcarpa* would end a 70-year legacy of mature shade trees enjoyed by 10 million Los Angeles County residents at a time when scientists say global warming is sending temperatures to record highs.

"It is unfortunate we are losing so many trees within the urban forest so rapidly," said Jerry Turney, plant pathologist and senior biologist for the Los Angeles County Agricultural Commissioner said. "It will be a fast changeover."



CONSIDERATION OF PROPOSED MEDIAN AND TREE REMOVAL RELATED TO THE WESTBOUND LEFT-TURN LANE EXTENSION PROJECT ON PACIFIC COAST HIGHWAY BETWEEN PALOS VERDES BOULEVARD AND CAMINO DE LAS COLINAS



CITY OF TORRANCE

NOTICE OF TRAFFIC COMMISSION MEETING

Consideration and Possible Action Related to Proposed Median and Tree Removal to Extend Westbound Left-Turn Lane on Pacific Coast Highway Between Palos Verdes Boulevard and Camino de las Colinas

Monday, June 7, 2021 at 7:00 p.m.

**Via Teleconference (Zoom Meeting)
Access details will be posted on June 3, 2021 in the Agenda on Traffic Commission website at:**

www.TorranceCA.Gov/2021TrafficCommission

To join Zoom meeting: <https://bit.ly/3kVcVBa>

On **Monday, June 7, 2021 at 7:00 p.m.**, the Torrance Traffic Commission will consider a staff recommendation regarding removal of the existing center median and tree on Pacific Coast Highway (PCH) west of Camino de las Colinas to accommodate extension of the westbound left-turn lane on PCH between Palos Verdes Blvd (PV) and Camino de las Colinas. The goal of the lane extension is to increase westbound left-turn capacity at PCH & PV Blvd to reduce cut-through traffic in the neighborhood south of PCH. At this meeting, the Traffic Commission will have a discussion and may take action on this matter.

The full agenda and staff report will be posted on June 3, 2021 at www.TorranceCA.Gov/2021TrafficCommission. We invite you to attend the Traffic Commission meeting via teleconference (Zoom Meeting) using the link provided above. You can provide your input at the teleconference or you may email your comments to: PWTraffic@TorranceCA.Gov

For questions, please contact Ms. Angel Lotus, Associate Engineer in the Engineering Division of the Public Works Department at 310-781-6900.

CITY COUNCIL

Mayor

Patrick J. Furey

For questions or information, please contact the following:

Public Works Department
Angel Lotus at 310-781-6900

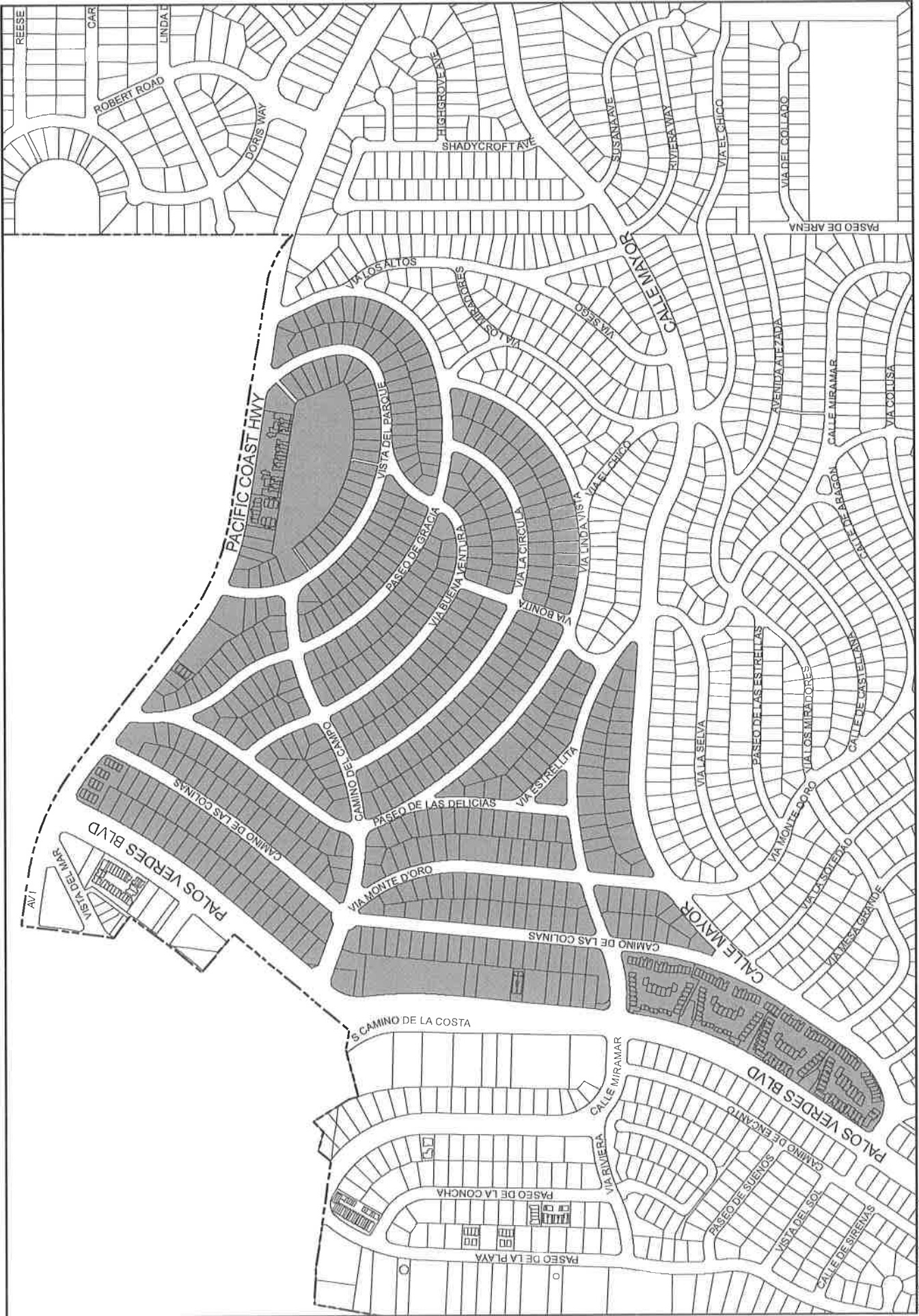
Heidi Ann Ashcraft	Mike Griffiths
George K. Chen	Sharon Kalani
Tim Goodrich	Aurelio Mattucci

Rebecca Poirier	Dana Cortez
City Clerk	City Treasurer

PUBLIC WORKS DEPARTMENT

20500 Madrona Ave., Torrance, CA 90503
www.TorranceCA.Gov

Aram Chaparyan
City Manager



Notification Area

Notified Parcel

