



AGENDA
RANCHO PALOS VERDES TRAFFIC SAFETY COMMITTEE
DECEMBER 11, 2017
CITY HALL COMMUNITY ROOM
7:00 P.M.

7:00 P.M. REGULAR SESSION

CALL TO ORDER

ROLL CALL

FLAG SALUTE

APPROVAL OF AGENDA

CHAIR'S COMMUNICATION

APPROVAL OF THE MINUTES - November 6, 2017

SHERIFF'S STATUS REPORT

PUBLIC COMMENTS

This section of the agenda is for audience comments for items **not** on the agenda.

CONTINUED BUSINESS

- 1. Tract 50666 – Phase II of Trump National Los Angeles Development – Review of the Traffic Study and Proposed Geometric Layout**

Recommendation:

Review the October 24, 2017 Traffic Impact Study and October 25, 2017 Proposed Geometric Layout and two additional geometric options for the Twelve Residential Units associated with Tract 50666 – Phase II of Trump National Los Angeles Development and provide comments which will be forwarded to the applicant via the Community Development Department.

INFORMATIONAL ITEMS

1. Public Works Report

COMMITTEE MEMBER ORAL REPORTS

(This section of the agenda is designated for oral reports from Committee Members)

FUTURE AGENDA ITEMS

(This section of the agenda is designated for individual Committee Members to request that an item be placed on a future TSC meeting agenda)

- A. Crest Road Engineering and Speed Surveys
- B. Crest Road ROW Vacation Request
- C. Summerland Avenue Traffic Calming Request
- D. Vista Grande School Traffic Improvements
- E. Palos Verdes Drive South Traffic Improvements
- F. Indian Valley Pedestrian Crossing

ADJOURNMENT: Adjourn to January 22, 2018.

American with Disabilities Act: In compliance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Department of Public Works at 310-544-5252 at least 48 hours prior to the meeting.

Note: Staff reports are available for inspection 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.

Materials related to an item on this agenda submitted to the Traffic Safety Committee after distribution of the agenda packet are available for public inspection at the front counter of the lobby on the City Hall Administration Building/Public Works at 30940 Hawthorne Boulevard, Rancho Palos Verdes during normal business hours.

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CITY OF RANCHO PALOS VERDES, CALIFORNIA

TRAFFIC SAFETY COMMITTEE

REGULAR MEETING

MONDAY, NOVEMBER 6, 2017

CALL TO ORDER: Chair Guerin called the meeting to order at 7 p.m., at the City Hall Community Room, Rancho Palos Verdes, California 90275.

ROLL CALL: **PRESENT:** Chair Guerin and Committee Members Liu, Kim, Vlaco, and Ott.

ABSENT: None.

ALSO PRESENT: Elias Sassoon, Director of Public Works Department; Nicole Jules, Deputy Director of Public Works Department; Nancy Penate, Administrative Assistant for Public Works and Acting Recording Secretary, and Sergeant Rick Osburn, Sheriff's Department.

FLAG SALUTE: Committee Member Liu led the assembly in the Pledge of Allegiance.

APPROVAL OF AGENDA:

Chair Guerin modified the agenda, after new business recommendation and review from staff, to include public comments related to item 1, which is as follows:

1. **Updated Traffic Impact Study Review for Tract 50666 – Phase II of Trump National Los Angeles Development (Proposed Twelve Residential Units).**

ACTION TAKEN:

Committee Member Liu moved to include public comments related to item 1, Tract 50666, right after the report from Public Works. Committee Member Vlaco seconded the motion. All committee members agree.

Motion approved:
Ayes – 4; Nays – 0

MODIFICATION OF AGENDA:

Deputy Director Nicole Jules requested to modify the adjournment section of the agenda due to an incorrect date of 9/26/17 and adjourn to a meeting date of uncertain at this point.

ACTION TAKEN:

Committee member Liu moved to revise the agenda so that the adjournment is to adjourn to a date TBD. Committee member Vlaco seconded the motion. All committee members agree.

CHAIR'S COMMUNICATION:

There was no communication from the Chair.

APPROVAL OF THE MINUTES:

Chair Guerin stated that he has corrections and proceeded to point out the particular pages and the changes needed.

ACTION TAKEN:

Committee member Liu moved to approve the minutes with the aforementioned corrections. Committee Member Vlaco seconded the motion.

Motion approved:
Ayes – 4; Nays – 0

SHERIFF'S STATUS REPORT:

Sheriff's Sergeant Rick Osburn spoke about the Additional Traffic Enforcement Report and the YTD stats. He stated that in the month of August there were 21 total citations given; 8 of which were given to motorcycles, 4 for having a loud exhaust, and 2 arrests were made; one was for driving a vehicle unlicensed and the other for driving a motorcycle without a license. He proceeded to explain that in the month of September, there were 70 total citations; 33 given to motorcycles, 8 of which were for loud exhausts. No arrests were made. He moved on to the month of October in which he stated that 46 total citations were issued; 8 for motorcycle violations, 5 of which were for loud exhausts. There was also 1 bicycle citation for traveling the wrong direction and 3 arrests which were for vehicular violations, with 1 consisting of an unlicensed driver. Sergeant Osburn further explained that between the months of March and May, collisions increased, while decreasing during the summer months. Unfortunately, citations, parking citations and DUI arrests all increased. He concluded by stating that overall enforcement is effectively working and the implemented switchbacks enforcement will continue through the end of the year.

PUBLIC COMMENTS (FOR NON-AGENDA ITEM):

None.

NEW BUSINESS

1. CONSIDERATION OF TRAFFIC STUDY AND GEOMETRIC LAYOUT OF PROPOSED DEVELOPMENT OF TRUMP NATIONAL

Recommendation:

Review the Updated Traffic Impact Study and Geometric Layout for the Proposed Twelve Residential Units associated with Tract 50666 – Phase II of Trump National Los Angeles Development and provide comments which will be forwarded to the applicant via the Community Development Department.

Deputy Director Jules commenced with a background discussion of the Traffic Safety meeting held on August 28th regarding the Tract Development 50666. She explained that on that date there was a public hearing to receive public comments, the item was introduced and continued to allow for extended public comments. She stated that since that date, staff as well as the committee, has received an abundance of comments mostly over the weekend and through today. She further explained that the staff report, traffic study and geometric layout as well as all of the public comments received have been uploaded to the city's website for the public to review.

Deputy Director Jules went on to remind the committee that the project before them has an approved tentative tract map that was approved by city council in 1997 and revised and reaffirmed by city council in 2005, with some minor revisions; accordingly there were some adopted resolutions which set out the condition of approval for the tentative approved tract map. Within those resolutions and conditions of approval is the consideration of the geometric layout for the proposed development which the committee will be discussing and receiving additional public comment.

Deputy Director Jules moved on to discuss the slides that were being presented. She pointed out to that the tract map that was being shown was a vested tract map which was approved back in 1997 and which shows a subdivision on the Trump National Property. Also shown was the approved revised tentative tract map from 2007 which is the subject of discussion, and which shows 10 residential lots with a new public street that will intersect Palos Verdes Drive South. She proceeded to inform everyone that the updated traffic study that was originally prepared for the development back in the 1990's was not found by the Public Works Department. The applicant was contacted for a copy of the original traffic study, but unfortunately the applicant does not have a record of it. Furthermore, colleagues from the Community Development Department were also contacted for a copy, but unfortunately, they too could not find a record of it.

Next, a traffic impact study was presented. Deputy Director Jules explained that it is part of the staff report, however, it is an updated study from a previously prepared study of which staff did not have a copy of. She pointed out that it is based on today's conditions, utilizing traffic data that was conducted as part of the general plan update and based on staff's opinion as well as the consulting traffic engineer's opinion, the information is relevant. She proceeded to point out that in addition to the traffic study, the applicant submitted a proposed geometric layout which includes major modifications to Palos Verdes Drive South, a new intersection, a median modification, accommodations for cyclists and pedestrians, as well as turn movements.

The next exhibit presented by Deputy Director Jules is part of the traffic study which shows the proposed residential units within the lot, with the proposed new T-intersection at the new street intersecting PVDS, which is just west of Trump National and Forrester Drive along PVDS. With the new proposed development a new street called Casa de las Islas will be proposed with turn movements in all directions. There will be one lane exiting the street that allows for consideration of a right turn movement as well as a left turn movement, an inbound movement with a newly constructed left turn lane and a newly constructed right turn lane into the development. The proposal includes modifying the existing median so that there is an acceleration lane for vehicles that are exiting Casa de las Islas while safely entering into traffic on westbound PVDS. Deputy Director Jules also commented that in addition to the proposed improvements as related to the development, the City has a federally funded bike lane project that will commence prior to the proposed development which includes a 6 foot wide bike lane in both directions of PVDS.

She went on to give a brief synopsis of the traffic study and explained that the project will develop 12 residential homes which will generate approximately 114 daily trips during the week and approximately 119 daily trips on the weekend. During the peak hours both am and pm, it is projected that the project will produce 9 trips in the am which is between 7 and 9 am, and 12 trips in the pm which is between 4 and 6 pm. On Saturdays between 11 am and 1 pm, it is projected that about 11 trips will be generated.

The next exhibit presented by Deputy Director Jules was a snapshot of an exhibit that was part of the general plan update. The City went through an exercise of updating the traffic impact study associated with the general plan and conducted trip counts throughout the City at all major intersections. Also conducted was a projection of what level service would be at all these major intersections in a future year of 2040. The traffic counts that were taken as part of the general plan update were taken in 2016 so the traffic study prepared for the Trump development, used the counts from the general plan update as a basis. Deputy Director Jules addressed the committee and further explained the current number of trips during the peak hours at major intersections along

PVDS such as Terranea, Seahill, the proposed driveway as well as Forrestal. She stated that there are 27 trips in the am and 85 trips in the pm making a left out of Terranea onto PVDS as compared to the proposed project which is developing 12 homes; they'll have only 5 trips during the am and 2 trips in the pm, making a left and right respectively. She went on to give a perspective of the different developments along the drive and what the peak hour trips coming in and out of these particular areas are.

Deputy Director Jules continued her discussion by incorporating the number of cyclists traveling PVDS during the peak hours during a typical weekday. According to observations made, approximately 7 cyclists were seen traveling along PVDS in the eastbound direction and 15 traveling in the westbound direction. Similarly, a pedestrian count was performed. During a typical weekday, 3 pedestrians were observed in the eastbound direction, 4 in the westbound direction in the Terranea intersection. Further east around Forrestal, 7 pedestrians were seen hiking in the eastbound direction and upwards of 8 pedestrians in the westbound direction.

She went on to discuss the point of the traffic study, which is to determine whether or not the proposed development would create impacts. The level service that was determined at the time that the project would come online which is in the year 2022, the number of homes that would be developed, and the number of trips associated with the development was determined to be insignificant and therefore did not create any impact to the level service of the intersections. Some safety items were looked at in addition to the typical traffic impact analysis. The applicant was asked to look at the queueing analysis due to a concern of vehicles queueing either to make a left or right into the proposed development and what impacts that can create. Also, the applicant was asked to look into the collision summary and history for the area to see if there were any trends over the past 5 years that would reveal any safety concerns that would not have otherwise been known. Similarly, the applicant was asked to take a look at sight distance, which is the ability to see oncoming traffic; either looking left at vehicles entering left or right as they enter or exit the proposed development. Finally, they were also asked to take a look at the impacts or accommodation of trucks as they turn into and out of the development.

Deputy Director Jules followed up with information about line of sight. As included in the traffic study and staff report, it is clear that the line of sight that is necessary to either enter or exit the site is met. There is a minimum per industry standards, the CalTrans standards, which is a minimum of 495 feet of clear unobstructed view as a vehicle is looking to exit the site. The standard was met from a westbound approach from a vehicle that is traveling at 45 mph. One thing that was noted and could be a consideration for improvement, is the existence of median signs. It was brought to the City's attention that perhaps some of the existing median signage could be relocated to improve visibility. Looking in the same direction while coming out of the site, but looking

to the west, the line of sight minimum visibility is once again 495 feet. There is a presence of existing trees in the ROW, however due to the height of the canopy of the trees being so high, it did not present any issues to line of sight visibility. One thing that would like to be done from a Public Works standpoint is to monitor the canopy height of the trees and maintain them should they grow lower than ideal. As exiting the proposed driveway when looking to the west, it was noticed that there is a median sign that could be relocated to help improve the visibility of oncoming vehicles. The third area of line of sight that was looked at for vehicles that would be potentially making a left into the proposed development. That line of sight was a minimum of 365 feet with an unobstructed view, so long as there aren't any traditional median monument signs obstructing the view.

In addition to the line of sight, truck turning capabilities were looked at as well. The traffic study from August 28th, reported that there was a limitation on the truck size, perhaps to the size of a garbage truck. The applicant was asked to look at the truck turning templates and to utilize an industry standard template, which is a template that is approved by the state of CA. The turning template is an industry accepted template which is overlaid on top of the proposed geometrics which gives a better indication of what type of truck can safely negotiate these types of turns. In this particular case the example shown is a 56 foot long semi tractor trailer that would be able to safely negotiate the right turn, however it would not be from the right turn lane, but from the travel lane. The 90 degree turn radius is the acceptable turn radius to negotiate the turn. This is the maximum size truck that would be able to access the sight, however a 56 foot truck exceeds the typical truck size that would either deliver goods or furniture, etc. There seems to be no issue from this point of view of large trucks accessing from the travel lane. Again this type of template was applied for all three turning maneuvers. In this case what was being viewed was the left turn movement coming out of the development onto PVDS. It is the 90 degree turn angle that is being focused on and with the 56 foot length truck, the turn would be safely negotiated without intersecting the medians. This type of turning template helps Public Works to determine exactly where the median nose for the medians should be. So with this, the applicant has been contacted and has been provided comments and made recommendations to cut back the median nose so that trucks can make and negotiate their turns safely. Lastly, the left turn into the site is very similar that a 56 foot truck would be able to safely negotiate its turn coming into the site following that 90 degree turn angle from the left turn lane.

Deputy Director Jules, further discussed the geometric layout that is included in the staff report. She moved on to highlight some of improvements that are proposed. They are as follows:

- The project will propose a 10 foot right turn lane into the development which will require a modification to the existing curb line on eastbound PVDS. That curb

lane would then be cut in with a reverse taper to accommodate the right turn lane.

- The parkway and the walking trail would be shifted to the left but maintained to accommodate the new right turn lane.
- Adjacent to the right turn lane would be the City's bike lane. That bike lane would continue from its existing location, travel through the turn, reverse taper, and continue through the intersection and join on the east side of the intersection into a 6 foot wide bike lane.
- Adjacent to the bike lane is a standard 12 foot travel lane with a 4 foot median adjacent to it. This is the modified existing median to accommodate a acceleration lane for vehicles that are turning left into the motoring traffic and can safely transition into the through lane.
- In addition there is a proposed left turn lane that is for the westbound direction. The left turn lane would turn into the proposed development. Adjacent to the left turn lane would be the standard 12 foot travel lane with the bike lane next to the median that separates the PVDS frontage road from the main PV Drive.

Deputy Director Jules concluded her presentation by expressing that staff would like to remind the committee that the purpose of the presentation is to receive a recommendation from the body in regards to the geometric layout. The project has already been approved however the City's job is to ensure safety. With that said, she stated that the City wants to ensure that the proposed improvements are within standard and are in consideration of all the safety elements that are associated with a multi mobile corridor such as PVDS. Also, there is a very active hiking and cycling community that the City would like to have accommodated and address the safety of all users. Deputy Director Jules continued explaining that recommendations and/or comments generated by the body will be forwarded to the applicant via the Community Development Department; those comments will be incorporated into the final plans.

Committee Discussion and Staff Questions

Committee Member Vlaco inquired about what changes the City would still be occur if the proposal from the applicant did not exist.

Deputy Director Jules proceeds to address her concerns by explaining that the City is in receipt of a federal grant to install a 6 foot bike lane in both directions of PVDS from the east end of the landslide (from about 1500 ft. from Schooner Dr.) starting at the median nose and connecting at the existing bike lane on other side of Trump National. The 6 foot bike lanes will be achieved by narrowing the median; one lane will be retained in each direction, the median will be narrowed to needed width, and will in turn have 6 foot bike lanes in both directions. Without the proposal from Trump National, the City would

landscape the median and still have the 6 foot wide bike lanes. The trail to the south of PVDS would retain and remain untouched.

Committee Member Vlaco pointed out that the bike lanes would go all the way to Trump Dr. and Forrestal Dr., but wanted to know if there would be any other modifications contemplated at that intersection as a result of that bike compatible project.

Deputy Director Jules explained that a 6 foot bike lane would be added to the left of the turn lane in that intersection and re-stripped accordingly. She explained that design is in being finalized and all final details are yet TBD.

Committee Member Vlaco inquires whether the bike lane that exists on the other side of Trump Dr. will remain untouched. She also inquires why the bike lane is changing from 4 feet to 6 feet wide.

Deputy Director Jules confirms that the existing 4 foot bike lane that is in question will remain the same. She proceeds to explain the reason for the change in width of bike lane is due to an update in standard; a 4 foot bike lane with a 2 foot buffer, making it a 6 foot bike lane.

Chair Guerin asks if the bike lane will go all the way to the city limits of Los Angeles/San Pedro.

Deputy Director Jules confirms that is correct.

Committee Member Vlaco asks if the City will be required to go back throughout RPV where there are existing bike lanes and modify the roadway to accommodate the 6 foot bike lanes everywhere.

Deputy Director Jules states that the City is not required to do so, only encouraged.

Committee Member Vlaco asks about alternatives to putting in 6 foot bike lanes or if it is required as part of a grant.

Deputy Director Jules informs her that the City applied for the grant to put in bike lanes and as part of receiving the grant, the City has to adhere to the standards, which are 6 foot lanes.

Chair Guerin inquires if the cost for the bike lanes will be grant money or if any city money will be required.

Deputy Director Jules informs him that there is a match in this particular case, just for the bike lanes, it is a 80/20 funding requirement. So 80% is federal funds and there is a 20% match requirement.

Committee Member Kim inquired about the average size of the median.

Deputy Director Jules states that the size of a median is about 24-46 feet.

Committee Member Liu inquired about the sight line looking eastward towards the westbound traffic, which is on undeveloped land. He asked what guarantees that that sight line will be maintained because it cuts over the curb.

According to Deputy Director Jules, she stated that there will be a parkway strip, a sidewalk/pedestrian path, and a pedestrian/bike combination lane. So there will be at least 15 feet from the back of the curb of hardscape, nothing vertical.

Committee Member Liu asked about pedestrian and bike traffic numbers. He stated that there isn't a level service for pedestrians and cyclists, so is it the opinion of the Public Works Department that there will be no meaningful impact to pedestrian traffic due to the intersection.

Deputy Director Jules explained the difference between the cycling activity and pedestrian activity. She continued stating that with the introduction of the intersection, activity would be interrupted. That intersection would be no different than any other intersection that exists on the oceanside of PVDS.

Committee Member Liu expressed concern about the turning template for a truck turning right onto the proposed street. He inquired if there is any undue risk since the turn has take place from the travel lane and not the turn lane.

Deputy Director Jules explains that the turning maneuver is no different than any other location in town. She gave the example of a a semi tractor trailer turning into City Hall. That truck would not be turning in from the very nearest lane. She stated that it is the nature of the roadway configuration and the size of the truck, however the driver would have to exercise caution to safely negotiate that type of turn.

Committee Member Vlaco mentioned that the turning lane is proposed to be 10 foot wide, so she asked what size vehicle could reasonably fit in that turn lane.

Deputy Director Jules stated that any size vehicle, including a fire truck, would fit in that turning lane. Elias Sassoon, Public Works Director, interjected and explained the reason the width of a turning lane is 10 feet and not 11 is because 11 feet is for moving vehicular traffic, so when you make a right turn you slow down to make a right turn.

PUBLIC COMMENTS:

Chair Guerin Opened the Public Hearing

Steven Stewart

Mr. Stewart began his discussion by pointing out that the map presented at the meeting was actually placed on top of another map that match lined at the end however did not add up. He proceeded to explain the dimensions in detail to the committee to prove his findings. Mr. Stewart continued to express his concern about the bike lane and the safety of the people in it. He stated that it can end up like the bike lane that currently exists near Hawthorne Blvd and PVDS; the bike lane is dangerous and eventually ends up in the middle of the road.

Uday Patil

Mr. Patil started by saying that his comment was very similar to the first speaker about the bike lanes. He mentioned that he did his own measuring of the the bike lanes and compared the current dimensions to the dimensions being presented. He stated that in addition to taking the real estate from the bike lane widening project, the buffer zone is also being taken out, as well as a tree and its root crown in the pedestrian walk way. Next he relayed that service roads on both sides of the street exist for a reason therefore no one should be allowed to place an intersection wherever they want simply because they don't want to drive further, etc. Mr. Patil went on to say that everyone involved should take responsibility in finding the missing report to show the basis of approval for the intersection being proposed. And finally, Mr. Patil addressed the committee by asking what basis or right exists to remove a big portion of the median and reduce it to 3 or 4 feet from its existing size, without proof of an approved report.

Sandra Valeri

Ms. Valeri thanked the committee and proceeded to express her disappointment of the traffic study. She stated that the only thing counted in the general plan, is the traffic that comes in and out along PVDS and various intersections, however leaving out other areas of the community. Ms. Valeri described how bad thru traffic has gotten in the Ladera Linda community, on Forrestal Drive as well as on Schooner Drive. She explained that cross traffic is so heavy now that she is having to wait about 5 minutes before she can make a left hand turn to her destination, however this is not accounted for in the traffic study. Ms. Valeri continued expressing her frustration about the fact that the only sight lines taken into consideration are those of the proposed area and new driveway while excluding sight lines of cars coming in and out of existing driveways and intersections and whether or not visibility would be impaired and impacted. Furthermore, she communicated her concern about the brand new street determined that is needed based on the impact statements counted for the proposed residential units. Lastly, Ms. Valeri inquired if anyone can guarantee that the new street will be used strictly for accessing the new residential units and not as a back door into Trump National Golf Course.

Kwi Lee

Ms. Lee is a new Sea View resident who moved to RPV for the beauty and quietness of the City, however living in the City has proven otherwise. She mentioned that she has had near misses coming out of Schooner Dr., both as a driver and as a pedestrian, due to the driving speed on PVDS. She stated that she hikes or walks along the pathways everyday with her sister, however crossing the street along PVDS is very scary and dangerous. She proceeded to communicate that she is quite perplexed that the plan has been approved without any basis or study.

Lenee Bilski

Ms. Bilski started by informing the committee that she has addressed them before at the August meeting and proceeded to point out the length of her residency in the City which dates back to the early 1960's. She expressed her disappointment that the new, "so-called updated study" is not really updated as she expected it to include data about the trail users, pedestrians and bike lanes. Ms. Bilski also pointed out that she is unhappy that the original report does not exist, while continuing to mention that there is no safety included in the traffic study other than the line of sight per vehicle. She also commented that "the project" actually consists of more than the 12 new proposed homes; "the project" includes a coastal trail, a bike trail, a bike lane, a bike path, a pedestrian path, and a trail head. Ms. Bilski then stated that according to the Deputy Director, "this intersection is not different than any other intersection in the City", however Ms. Bilski disagreed and further inquired with following questions:

- Wouldn't this intersection only be a one lane street?
- Traffic for new homes generates 114 day time trips but what about traffic including visitors driving in to use the new trails?
- How can additional visitors plus homes and traffic be considered as not having significant impact during the peak hours?

Ms. Bilski went on to argue that the traffic volume data quantity vs traffic is incorrect because it had information about vehicle collisions, however collisions between cyclists and vehicles were not considered. Lastly, she explained that the 1997 vested tentative tract map had no modifications to the ROW and that the property line to the tract ends before that therefore this is not a vesting interest and there should be no right to develop. She concluded by requesting not to approve the proposed map.

Ali Derek

Mr. Derek started by thanking the committee for their time. He continued by stating that his only goal is to encourage a safety issue that is in everyone's best interest. He pointed out the following issues that he stated are not being taken into consideration:

- Traffic safety study from 1997 is not really updated – it seems too limited in its scope of what it achieves.

- Traffic going in and out of the street with proposed new homes will have a bigger impact as cars will not be going 45 mph – not everyone will be a great driver and slow down properly.
- Everything needs to be evaluated with fresh set of eyes and work together to come up with a safe solution.
- How deep is the street from the edge of the curb down to where it turns into the street? There is concern about big trucks making multi point turns.
- Will there be an issue for slower trucks going in and out of the street since cars can maneuver faster into lane.

Mr. Derek concluded by requesting a brand new study and new facts and that all options be explored while working together for a solution that works for everyone involved

Kit Song

Mr. Song thanked the committee for hearing him out and proceeded to say that he is new to area. He shared with everyone that he is a surgeon and has a lot of experience in safety related issues and is appalled by the lack of safety that is being addressed in the plan or in the analysis that has been done. He proceeded to thank the sherrifs for the excellent job that they do then continued to share his experience with speeding drivers going over 60 mph and honking at him to speed up. He communicated his disapproval of 45 mph as the line of sight and used as a safety concern as people are always speeding. He described how the existing turn lanes cause people to accelerate, and when he goes in and out of Schooner using the right turn lane, cars behind him immediately speed up and go past the intersection. He believes that the point of the safety study is not adequate and is not in consideration of the unintended consequences. Additionally he stated that adding ingress and egress points to an already busy diveway becomes a speed control issue and is a hazard and a disaster waiting to happen. He concluded by saying that the safety issues have not been addressed in a meaningful way, requested a more formal assessment than what has been provided, and communicated his opposition to the plan.

Gerard Taccini

Mr. Taccini thanked the committee and proceeded to explain that he is a cyclist who has been witness to some horrible accidents. Mr. Taccini communicated to the committee his opposition of the plan and hopes that the committee can make a recommendation that will change what is being proposed and make it safe for everyone.

Steve Williams

Mr. Williams complimented Deputy Director Jules on her presentation and went on to voice his concern about accessing PVDS and if getting into the queue is possible when traffic is going both east and west. He's aware that some additional thoughts need to be perfected, but overall he is happy with what he saw presented.

Jim Zupke

Mr. Zupke started his discussion by stating his amount of years with risk management and law enforcement including traffic. He went on state that the proposed map is an extremely dangerous idea. He described the road as a two lane rural road that has a number of blind spots with heavy traffic as well as excelereated traffic coming out of the slide area. He pointed out that Trump National as well as Forrestal Dr. are traffic nightmares, with Schooner at Portuguese Bend following suit. He communicated his opposition to this situation and concluded by stating that he is a bit upset and offended by the response from the Trump National Association.

Jeff Dorsett

Mr Dorsett started out by stating that Trump's latest traffic study is fatally flawed as it ignores foundational facts; it ignores that Trump's vested right to any intersection on PVDS is subject to amendment for safety considerations. He went on to explain that the latest study fails to address the increase in traffic since 1997 and the effect it has had on the immediately adjacent dangerous intersections. Mr. Dorsett also pointed out that Trump's study ignores that he has no vested right to an intersection that penetrates the PVDS median and that the latest study misrepresents the extent of Trump's vested rights. Mr. Dorsett shared that Trump's new study is non-reponsive to the community's overwhelming concern with other intersections on PVDS and with another intersection midway, between the high speed, downhill turning intersection, complex of Trump National Dr., Forrestal Dr., Conqueror Dr. and Schooner Dr.. He also communicated that the liability and tort for an existing, known, unreasonably dangerous intersection, as compounded by Trump's proposal, should be considered by the City. Mr. Dorsett also state that in light of the very different traffic considerations currently in existance, going forward, this committee should examine whether the 1997 vesting tentative tract map should be amended for safety considerations to allow access to the 12 lots via Trump National Dr. only. He concluded by proposing that an unbias traffic study be commissioned by the City to examine the safety of Trump's existing vested right

Lynn Doran

Ms. Doran shared that she has lived at Portuguese Beach Club for 17 years and how things have changed within that time. She went over the timeline from when the plan was approved, re-approved and the opening of Terranea. She pointed out that although Terranea has been very successful in the community, however as a result there is a constant increase of traffic. She expressed concern over the speed and safety as you approach the intersection being discussed She communicated her disappointment about the number of people whose lives will be put in danger with the proposed intersection, especially when the City has always stressed safety in the walking paths, the bike paths, the open space, etc. Ms. Dorsett concluded by pointing that safety is not being considered and that it would be much safer to put the access road over on Trump National where there is already an existing road and intersection.

Robert Voll

Mr. Voll inquired about what happens to the lines of sight if there is someone making a left turn out of the development and there is a truck coming in. He feels that even if someone is making a right turn lane, the lines of sight will cut off, making it a recipe for disaster. He also inquired about the status of the Metro federally funded project that was approved a long time ago and continuously put off. Mr. Voll communicated that the grant money should also be addressed, being that it is a significant amount. He shared that the noise level has increased in the past 20 years and will only get worse and then concluded with his concern about the amount of trees that will be lost with this project.

Elizabeth Sax

Ms. Sax began her discussion by reading an email that she sent to City expressing her concerns. She stated that she has been a resident of Sea View for 20 years and between the newer homes and developments, the growth in popularity of Golden Cove, the workforce using PVDS as a passageway to Torrance and Redondo as well as the tourists enjoying Abalone Cove, the number of large trucks and vehicles using PVDS as a main passageway, has increased substantially. She went on to communicate that the area being proposed for an intersection is used by pedestrians, pedestrians with dogs, joggers and cyclists therefore she feels that having an intersection causing people to slow down in that particular location with a dangerous angle to turn right is a grave mistake. She went on to explain that access to the new residential units would be safer and aesthetically beautiful when entering off of Trump Dr. She expressed her concern about the importance of aesthetics as the City prides itself in the beauty of its neighborhoods and having something that has a highway feel like San Pedro is a mistake. She mentioned that the different lanes can be confusing and is not attractive. She went on to discuss the rise in crime due to the road into RPV from San Pedro because of the quick and easy access. Ms. Sax proceeded to state that having an intersection at the proposed location would leave the public at greater risk of burglaries and accidents. She concluded by urging the committee to vote no on the proposed intersection and to keep in mind what the founders of the City had in mind; the safety and the beauty of the City.

Jill Martin

Ms. Martin introduced herself as a representative on behalf of the Trump organization and thanked the committee for their time. She started her discussion by stating that safety is a big concern for the organization and the community as well, that is why the traffic study presented was commissioned from an independent third party. She proceeded to inform the committee that since the last meeting in August, all of the City's staff's comments have been received and they have been working hard to improve the plans to make it the safest possible street into the development. Furthermore, she pointed out that the City did hire an independent third party traffic engineer who reviewed the report and only provided cosmetic, non-substantive suggestions. The independent third party commissioned by the City also found the

report to be acceptable. She proceeded to say that the minimal impact from the 12 houses should be appreciated when considering safety. She proceeded to point out a mistake from Nicole's slide; the 56 foot truck is actually a 72 foot truck. Ms. Martin commented that the road is actually designed for 72 foot truck to be able to go through there. Finally she addressed committee member Liu's recognition about the purpose of the meeting which was not for discussing whether someone thinks its better for this street to come off Trump National Dr. She informed the committee that there is a large list of reasons as to why it is infeasible and impractical and it does not work. She then introduced her engineer for him to be able to answer any questions the committee may have. *(A this point the public randomly addressed the committee about a rebuttal and wanting to address their concerns since Ms. Martin is closing the meeting. Chair Guerin addresses public and informs them that the applicant is addressing the committee at this time and will not allow a rebuttal. Ms. Martin addressed the public and tells them that she is available to answer any question they may have after the meeting is over).

Chair Guerin makes an exception and allows Mr. Dorsett one minute to address Ms. Martin.

Jeff Dorsett (rebuttal)

Mr. Dorsett started his discussion by stating the driveway being discussed, services two lots on the east side where the driveway is piped for Forrestal Creek. What that means is that if there is a driveway crossing Forrestal Creek that is the access way that the entire community wants utilized to provide access to Trump Dr. He proceeded to explain that some reconfiguration of the lots and some work will be required however it is not an insurmountable problem in view of the community's united opposition against this additional access onto PVDS. Furthermore, he communicated that the driveway that the Trump representative mentioned is the driveway, it exists, and he knows because he's lived in the area for 40 years.

Public Speaker (did not introduce himself)

This speaker started by pointing out that he is a civil engineer and has practiced for 40 years. He stated that all of the reasons that were provided earlier are bogus. He challenged the Trump representative to submit a report stating the reasons on paper. Next, he inquired why the 1997 report cannot be produced since that report is what everything is based on.

CLOSE OF PUBLIC COMMENTS:

Chair Guerin closed the public comments portion of the agenda.

COMMITTEE DELIBERATION:

The committee questioned staff and voted to continue the public hearing to December 11, 2017.

INFORMATIONAL ITEMS

1. Public Works Report – Deputy Director Jules informed the committee of the effort by the Public Works Department on completing various projects that were going on since meeting last. She spoke briefly on the continuing appropriations budget.
2. Pedestrian Linkage Project – Deputy Director Jules also discussed the Pedestrian Linkage Project off of Hawthorne Blvd., where sidewalks are being constructed. The project is going very well and many positive comments have been received.
3. Storm Drain Improvement Project/ Point Repair Improvement Project – Deputy Director Jules briefly commented that these projects are moving forward and going well. She pointed out that from the Public Works standpoint, the department is really busy and getting a lot of things done.
4. Synchronization Project – Deputy Director Jules provided a brief update of this project. She stated that the conduit and the fiber have been installed and the final phase of synchronizing the controllers is currently being worked on. This project should be completed within the next couple of weeks.

COMMITTEE MEMBER ORAL REPORTS

There were no reports.

FUTURE AGENDA ITEMS

- A. Crest Road Engineering and Speed Surveys
- B. Crosswalk at Dovernidge
- C. Vista Grande School Traffic Improvements
- D. Palos Verdes Drive South Traffic Improvements
- E. Acceleration Lane from Forrestal onto PVD South
- F. Detailed Traffic Study for Traffic along Forrestal Dr.

ADJOURNMENT:

Meeting adjourned at 10:15 p.m. Adjourned to Meet on December 11, 2017, at 7:00 pm.



RANCHO PALOS VERDES

MEMORANDUM

TO: TRAFFIC SAFETY COMMISSION

FROM: ELIAS SASSOON, DIRECTOR OF PUBLIC WORKS
NICOLE JULES, P.E., DEPUTY DIRECTOR OF PUBLIC WORKS

DATE: DECEMBER 11, 2017

SUBJECT: TRACT 50666 – PHASE II OF TRUMP NATIONAL LOS ANGELES DEVELOPMENT - REVIEW OF THE TRAFFIC STUDY AND GEOMETRIC LAYOUT

RECOMMENDATION

Review the October 24, 2017 Traffic Impact Study and October 25, 2017 Proposed Geometric Layout and two additional geometric options for the Twelve Residential Units associated with Tract 50666 – Phase II of Trump National Los Angeles Development and provide comments which will be forwarded to the applicant via the Community Development Department.

BACKGROUND/DISCUSSION

On August 28, 2017, the Traffic Safety Committee opened the public hearing to receive comments regarding the Updated Traffic Impact Study prepared for the Trump National Golf Club of Los Angeles Proposed Twelve Residential Units (Applicant). At that meeting, staff recommended continuing the public hearing to allow adequate time for the public to review and comment on the study. Staff established a project page on the City's website in response to the high interest level within the community. All public comments and submitted documents can be viewed at <http://www.rpvca.gov/1072/Proposed-Residential-Development-at-Trum>

On November 6, 2017, the updated (October 24, 2017) Traffic Study and Geometric Layout (Revised October 25, 2017) were presented to the TSC. While many questions and comments were received from the public, the TSC voted to continue the public hearing again to allow further opportunity for public comments.

As a means to fully analyze the proposal, staff has requested the City's consulting traffic engineer to provide an analysis of the applicant's proposal as well as provide additional options for the TSC's consideration.

Option #1 – Applicant's Proposal (New T-Intersection with All turn movements allowed)

As presented at the November 6, 2017 TSC meeting, the Applicant prepared an updated traffic study and geometric layout for the proposed development which will include Costa De La Isla, a proposed public street that will intersect Palos Verdes Drive South as a T-intersection. The Geometric Layout shows the existing raised center median to be reconstructed to allow left turns into and out of Costa De La Islas and an acceleration lane

By restricting left turns into and out of the Costa De La Islas, westbound motorist who wish to enter the development will be required to make a U-turn at Schooner Drive/Yacht Harbor Drive. Likewise, motorists who wish to exit the development and travel west must first go east on Palos Verdes Drive South and then make a U-turn at Conqueror Drive or at Trump National Drive/Forrestal Drive. While safety may be improved at Costa De La Islas by eliminating two turning movements, drivers will now be forced to make U-turns at adjacent intersections. The sight distance at Schooner Drive/Yacht Harbor Drive, Conqueror Drive, and Trump National Drive/Forrestal Drive should be evaluated to confirm that sight distance is adequate for drivers to safely navigate the U-turn. Factors such as fog, available roadway lighting, and intersection geometry should be considered as well. Drivers of large vehicles (30 feet or longer) such as motorhomes, delivery trucks, and fire apparatus may have trouble negotiating U-turns at Schooner Drive/Yacht Harbor Drive, Conqueror Drive, and Trump National Drive/Forrestal Drive. The size and geometry of the intersections are such that a multi-point U-turn will likely be necessary. Negotiating a multi-point U-turn could increase the potential for collisions at these intersections. Passenger vehicles can negotiate the U-turns without issue.

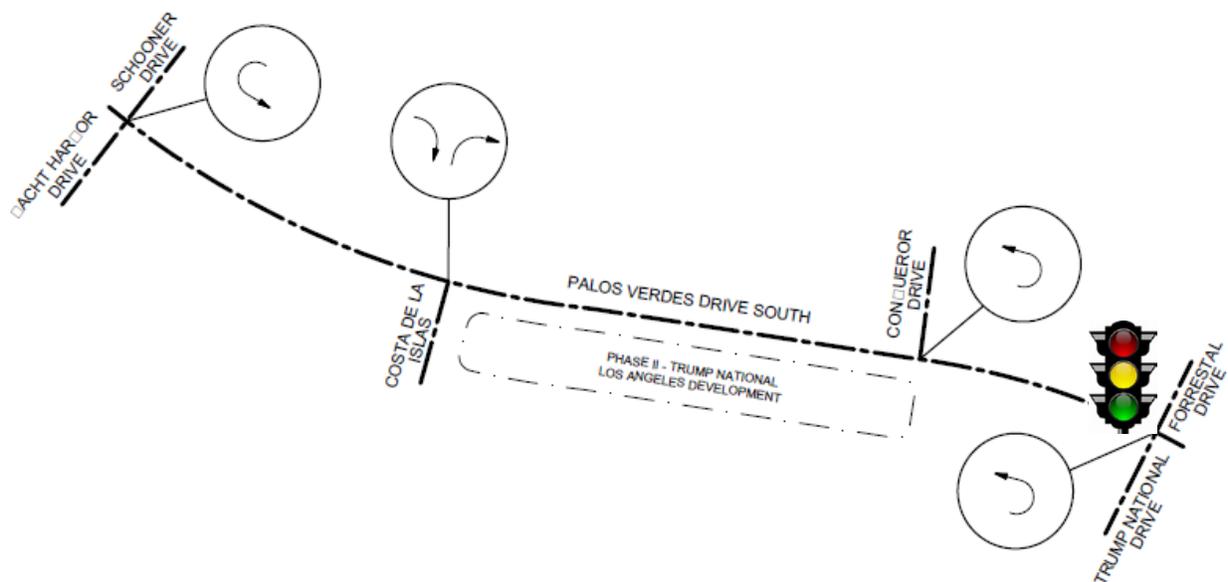


Figure 2 - Option #2

Option #3 – Right Turn In, Right Turn Out and Left-turn In

Option 3 proposes to provide right turn in, right turn out, and westbound left turn in access to Costa De La Islas. Northbound left turns will be physically restricted by the modified raised center median. A new traffic signal at Palos Verdes Drive South and Trump National Drive/Forrestal Drive is also proposed under this option.

Option 3 reduces turning movement conflicts between vehicles, pedestrians, and bicyclists because left turns out of Costa De La Islas will be restricted. According to available accident data, broadside type collisions have a higher occurrence in this area with drivers failing to stop at the stop sign or failing to yield to oncoming traffic. Restricting northbound left turns at Costa De La Islas has the potential to eliminate broadside collisions at the intersection. The median break will be constructed to allow westbound left turns into the development only, but will restrict northbound left turns out. Because a westbound acceleration lane is not required, the existing median width can mostly be maintained.

By restricting left turns out of Costa De La Islas, motorists who wish to exit the development and travel west must first go east on Palos Verdes Drive South and then make a U-turn at Conqueror Drive or at Trump National Drive/Forrestal Drive. While safety may be improved at Costa De La Islas by eliminating one turning movement, drivers will now be forced to make U-turns at adjacent intersections. The sight distance at Conqueror Drive and Trump National Drive/Forrestal Drive should be evaluated to confirm that sight distance is adequate for drivers to safely navigate the U-turn. Factors such as fog, available roadway lighting, and intersection geometry should be considered as well.

Drivers of large vehicles (30 feet or longer) such as motorhomes, delivery trucks, and fire apparatus may have trouble negotiating U-turns at Conqueror Drive and Trump National Drive/Forrestal Drive. The size and geometry of the intersections are such that a multi-point U-turn will likely be necessary. Negotiating a multi-point U-turn could increase the potential for collisions at these intersections. Passenger vehicles can negotiate the U-turns without issue.

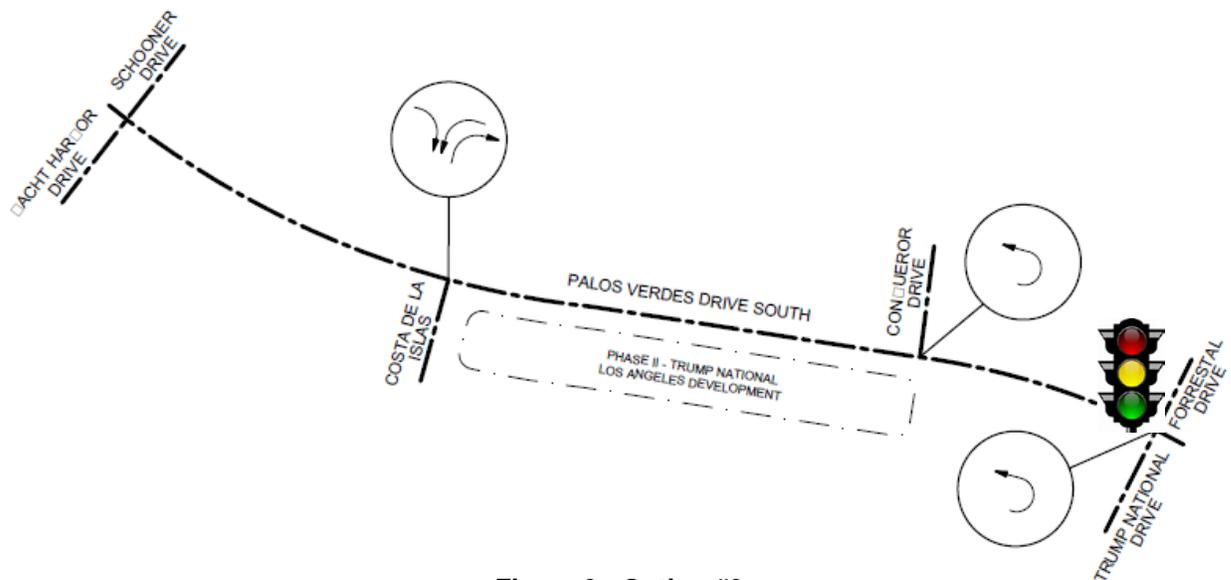


Figure 3 - Option #3

Options Summary:

Staff has prepared this options analysis for the TSC’s consideration. The City’s consulting traffic engineer weighed the Advantages and Disadvantages of each option and provided a summary (see summary table below). A copy of the analysis memorandum prepared by Willdan is included as an attachment to this report.

Option	Advantages	Disadvantages
Option #1 (Applicant Proposal)	<ul style="list-style-type: none"> • Allows all turning movements into and out of Costa De La Islas • Eliminates need for U-turns at Schooner Drive/Yacht Harbor Drive; Conqueror Dr; Trump National Drive/Forrestal Drive • Makes provisions for large trucks 	<ul style="list-style-type: none"> • Introduces turning movement conflicts at Costa De La Islas • Reduces the width of the median
Option #2 (right in/right out)	<ul style="list-style-type: none"> • Reduces turning movement conflicts • No median break • No median reduction • Reduces potential for collisions at Costa De La Islas • Reduces potential for collisions at Trump National/Forrestal Drive with a traffic signal 	<ul style="list-style-type: none"> • Increases U-turns at Schooner Drive/Yacht Harbor Drive; Conqueror Drive; Trump National Drive/Forrestal Drive • Inconvenient for motorists existing Costa De La Islas wishing to go west • Inconvenient for westbound motorists who wish to access Costa De La Islas • Difficult U-turn maneuvers for large vehicles • Large trucks cannot exit Costa De La Islas • May increase emergency response times over Option #1
Option #3 (right in/right out/left in)	<ul style="list-style-type: none"> • Reduces turning movement conflicts • No U-turns required at Schooner 	<ul style="list-style-type: none"> • Increases U-turns at Conqueror Drive; Trump National Drive/Forrestal Drive • Inconvenient for motorists existing

	<p>Dr/Yacht Harbor Dr</p> <ul style="list-style-type: none"> No acceleration lane Minimal median reduction Reduces potential for collisions at Trump National/Forrestal Dr with a traffic signal Improves emergency access over Option#2 	<p>Costa De La Islas wishing to go west</p> <ul style="list-style-type: none"> Difficult U-turn maneuvers for large vehicles Large trucks cannot exit Costa De La Islas May increase emergency response times over Option #1
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Conclusion:

Based on the options evaluated, staff concurs with Willdan’s conclusion that Option #1 is the safest option compared to Option #2 or Option #3. Option #1’s design is consistent with industry standards and makes accommodations for large and emergency vehicles. Staff is requesting the TSC to evaluate the presented options or any other feasible option and formulate a recommendation that will be forwarded to the applicant via the Community Development Department.

End of report

Attachment: Trump National Development Analysis, prepared by Willdan, November 21, 2017

**TO: NICOLE JULES, PE
DEPUTY DIRECTOR OF PUBLIC WORKS**

**FROM: VANESSA MUÑOZ, PE, TE, PTOE
CONSULTANT CITY TRAFFIC ENGINEER**

DATE: NOVEMBER 21, 2017

**SUBJECT: TRACT 50666 – PHASE II OF TRUMP NATIONAL LOS
ANGLES DEVELOPMENT OPTIONAL INGRESS/EGRESS
ANALYSIS**

BACKGROUND

City staff requested that Willdan Engineering (Willdan) provide an analysis of two alternative designs to provide ingress to and egress from Tract 50666 – Phase II of Trump National Los Angeles Development. The development consists of 12 new residential units and a new public street, Costa De La Islas, which will intersect Palos Verdes Drive South as a T-intersection. The Community has expressed concerns about the development, particularly the geometric layout of Costa De La Islas and its intersection with Palos Verdes Drive South.

DISCUSSION

Costa De La Islas is a proposed public street that will intersect Palos Verdes Drive South as a T-intersection with Palos Verdes Drive South forming the top of the Tee and Costa De La Islas as the stem. Costa De La Islas will be located between Schooner Drive/Yacht Harbor Drive and Conqueror Drive. The proposed Geometric Layout shows the existing raised center median to be reconstructed to allow left turns into and out of Costa De La Islas and create an acceleration lane for vehicles exiting Costa De La Islas and making a left turn onto Palos Verdes Drive South. The layout also shows proposed bike lanes in both directions, an eastbound dedicated right turn lane, continuation of a pedestrian foot trail, and the addition of a bike path. Willdan was requested to provide an analysis of two alternative designs, Options 2 and 3, that will restrict turning movements at Costa De La Islas. Option 1 is the current design submitted by the Applicant and allows for all turning movements into and out of the development.

Option 2

Option 2 proposes to provide only right turn in and right turn out access to Costa De La Islas. Westbound left turns and northbound left turns will be physically restricted by the existing raised center median. A new traffic signal at Palos Verdes

Drive South and Trump National Drive/Forrestal Drive is also proposed under this option.

Option 2 reduces turning movement conflicts between vehicles, pedestrians, and bicyclists because left turns into and out of Costa De La Islas will be restricted. According to available accident data, broadside type collisions have a higher occurrence in this area with drivers failing to stop at the stop sign or failing to yield to oncoming traffic. Restricting left turns at Costa De La Islas has the potential to eliminate broadside collisions at the intersection. Because no median break will be constructed the existing median width can be maintained.

By restricting left turns into and out of the Costa De La Islas, westbound motorist who wish to enter the development will be required to make a U-turn at Schooner Drive/Yacht Harbor Drive. Likewise, motorists who wish to exit the development and travel west must first go east on Palos Verdes Drive South and then make a U-turn at Conqueror Drive or at Trump National Drive/Forrestal Drive. While safety may be improved at Costa De La Islas by eliminating two turning movements, drivers will now be forced to make U-turns at adjacent intersections. The sight distance at Schooner Drive/Yacht Harbor Drive, Conqueror Drive, and Trump National Drive/Forrestal Drive should be evaluated to confirm that sight distance is adequate for drivers to safely navigate the U-turn. Factors such as fog, available roadway lighting, and intersection geometry should be considered as well.

Drivers of large vehicles (30 feet or longer) such as motorhomes, delivery trucks, and fire apparatus may have trouble negotiating U-turns at Schooner Drive/Yacht Harbor Drive, Conqueror Drive, and Trump National Drive/Forrestal Drive. The size and geometry of the intersections are such that a multi-point U-turn will likely be necessary. Negotiating a multi-point U-turn could increase the potential for collisions at these intersections. Passenger vehicles can negotiate the U-turns without issue.

Option 3

Option 3 proposes to provide right turn in, right turn out, and westbound left turn in access to Costa De La Islas. Northbound left turns will be physically restricted by the modified raised center median. A new traffic signal at Palos Verdes Drive South and Trump National Drive/Forrestal Drive is also proposed under this option.

Option 3 reduces turning movement conflicts between vehicles, pedestrians, and bicyclists because left turns out of Costa De La Islas will be restricted. According to available accident data, broadside type collisions have a higher occurrence in this area with drivers failing to stop at the stop sign or failing to yield to oncoming traffic. Restricting northbound left turns at Costa De La Islas has the potential to eliminate broadside collisions at the intersection. The median break will be constructed to allow westbound left turns into the development, but will restrict northbound left turns out. Because a westbound acceleration lane is not required, the existing median width can mostly be maintained.



By restricting left turns out of Costa De La Islas, motorists who wish to exit the development and travel west must first go east on Palos Verdes Drive South and then make a U-turn at Conqueror Drive or at Trump National Drive/Forrestal Drive. While safety may be improved at Costa De La Islas by eliminating one turning movement, drivers will now be forced to make U-turns at adjacent intersections. The sight distance at Conqueror Drive and Trump National Drive/Forrestal Drive should be evaluated to confirm that sight distance is adequate for drivers to safely navigate the U-turn. Factors such as fog, available roadway lighting, and intersection geometry should be considered as well.

Drivers of large vehicles (30 feet or longer) such as motorhomes, delivery trucks, and fire apparatus may have trouble negotiating U-turns at Conqueror Drive and Trump National Drive/Forrestal Drive. The size and geometry of the intersections are such that a multi-point U-turn will likely be necessary. Negotiating a multi-point U-turn could increase the potential for collisions at these intersections. Passenger vehicles can negotiate the U-turns without issue.

Traffic Signal

As part of Options 2 and 3, a new traffic signal is proposed at the Palos Verdes Drive South and Trump National Drive/Forrestal Drive intersection. Data from the Updated Traffic Impact Study prepared by Albert Grover & Associates dated October 24, 2017 was used to analyze peak hour volumes to assess if the traffic signal may be warranted. The analysis includes redirected Phase II Trump National Development traffic volumes (12 residential units) from Costa De La Islas. The analysis also includes traffic volumes from the future 11-unit single family residential development. The future 11-unit single family residential development will be located just southeast of the Phase II development. Due to limited data, only Warrant 3, Peak Hour was evaluated. A 2015 Palos Verdes Drive South corridor study evaluated the Palos Verdes Drive South and Trump National Drive/Forrestal Drive intersection for signal warrants and concluded that a traffic signal did not meet warrants at that time.

Warrant 3, Peak Hour, is intended for use at locations where traffic conditions are such that for a minimum of 1 hour of an average day, the minor street suffers undue delay when entering or crossing the major street. The warrant should be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge a larger number of vehicles over a short amount of time. Trump National Golf Club Los Angeles is considered a high-occupancy vehicle facility as the location hosts weddings, tournaments, festivals, and other events that attract and discharge many vehicles in a short amount of time. Similarly, Ladera Linda Park located on Forrestal Drive north of Palos Verdes Drive South hosts weekend AYSO soccer competitions. The competitions attract and discharge large volumes of traffic in short periods of time throughout the course of the competitions.



Saturday peak hour traffic volumes satisfy Part B of Warrant 3 (70% Factor) for Opening Day (year 2022). The 70% Factor applies to communities less than 10,000 population or if the posted or 85th-percentile speed exceeds 40 MPH on the major street. The below table shows the projected peak hour Opening Day traffic volumes applied to Warrant 3.

Approach Lanes	85 th Percentile Speed (MPH)	AM (veh/hr)	PM (veh/hr)	Saturday (veh/hr)
Palos Verdes Drive South (both approaches)	44	1521	1394	1337
Trump National Drive/Forrestal Drive (higher approach)	N/A	72	73	122

Therefore, Part B of Warrant 3 satisfies a traffic signal installation.

SUMMARY

The below table outlines the advantages and disadvantages of Options 2 and 3.

Alternative	Advantages	Disadvantages
Option 2 (right in/right out)	<ul style="list-style-type: none"> • Reduces turning movement conflicts • No median break • Maintains current median width • Reduces collision probabilities at Costa De La Islas and at Trump National Drive/Forrestal Drive with traffic signal installation 	<ul style="list-style-type: none"> • Increases U-turns at Schooner Drive/Yacht Harbor Drive, at Conqueror Drive, and at Trump National Drive/Forrestal Drive • Inconvenient for motorist who wish to exit the development and travel west. • Inconvenient for westbound motorist who wish to enter the development • Difficult U-turn maneuver for large vehicles at Schooner Drive/Yacht Harbor Drive, Conqueror Drive, and Trump National Drive/Forrestal Drive • Large trucks (moving trucks) cannot exit development • May increase emergency response times



Alternative	Advantages	Disadvantages
<p style="text-align: center;">Option 3 (right in/right out/left in)</p>	<ul style="list-style-type: none"> • Reduces turning movement conflicts • No U-turns required at Schooner Drive/Yacht Harbor Drive • No acceleration lane required • Minimal impact to raised center median • Reduces collision probabilities at Costa De La Islas and at Trump National Drive/Forrestal Drive with traffic signal installation • Improves emergency vehicle access over Option 2 	<ul style="list-style-type: none"> • Increases U-turns at Conqueror Drive and at Trump National Drive/Forrestal Drive • Inconvenient for motorist who wish to exit the development and travel west • Difficult U-turn maneuver for large vehicles at Conqueror Drive and at Trump National Drive/Forrestal Drive • Large trucks (moving trucks) cannot exit development

RECOMMENDATION

Based on our analysis of Options 2 and 3, we recommend Option 1, which allows all turning movements into and out of Costa De La Islas. Option 1 is the safer option compared with Options 2 and 3 and its design meets engineering standards. The most considerable drawback from Options 2 and 3 is that large vehicles, including large emergency vehicles, would be forced to make U-turns at adjacent intersections. The size and geometry of the intersections at Schooner Drive/Yacht Harbor Drive, at Conqueror Drive, and at Trump National Drive/Forrestal Drive cannot accommodate large vehicle U-turns. These vehicles will likely be required to make multi-point U-turns which could increase potential for collisions, and, in the case of emergency vehicles, increase emergency response times.

Respectfully submitted,
WILLDAN ENGINEERING

Attachments:

- Option 2 Turning Movements Diagram
- Option 3 Turning Movements Diagram
- Warrant 3, Peak Hour
- Large Vehicle Turning Templates

TURNING MOVEMENT DIAGRAMS

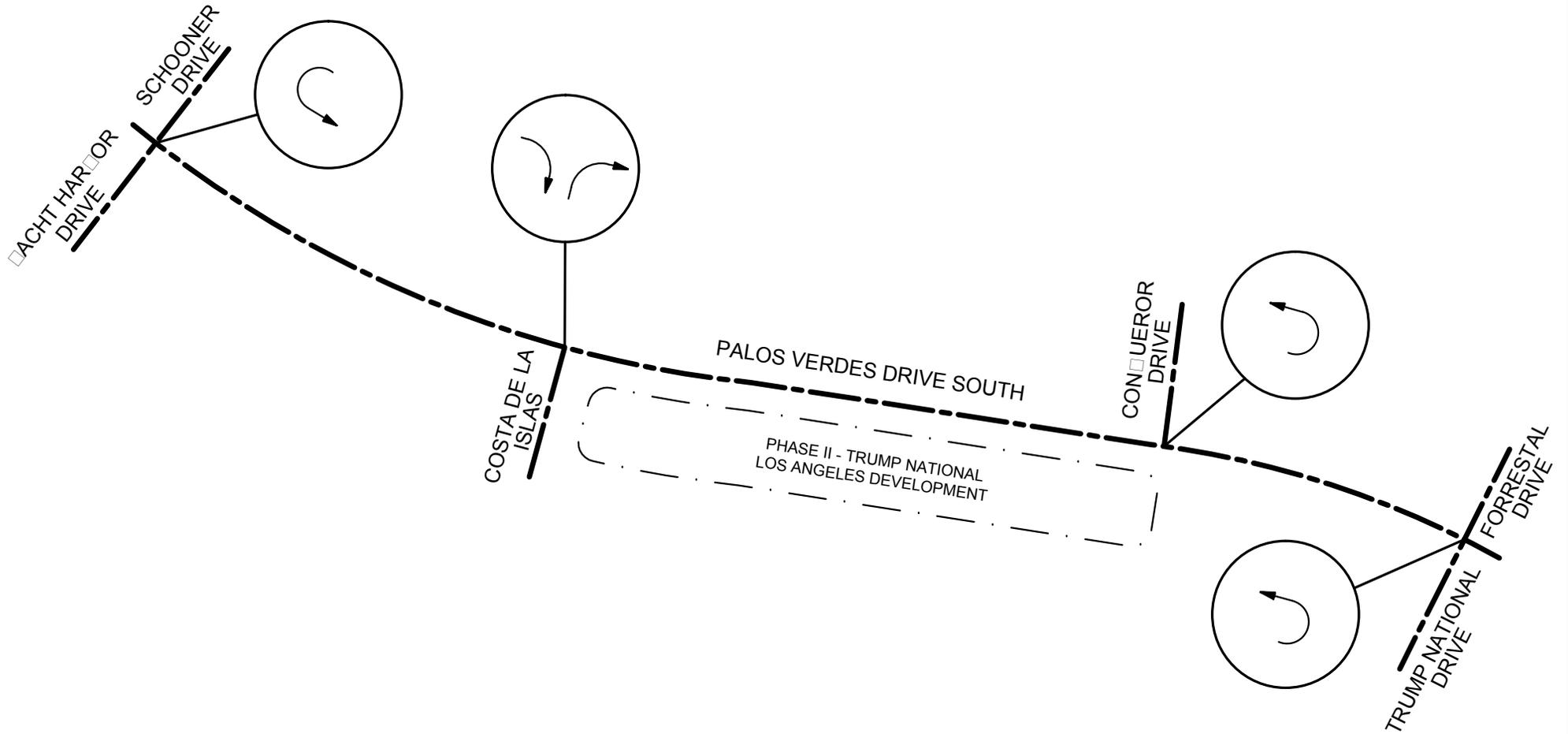
Option 2

Option 3





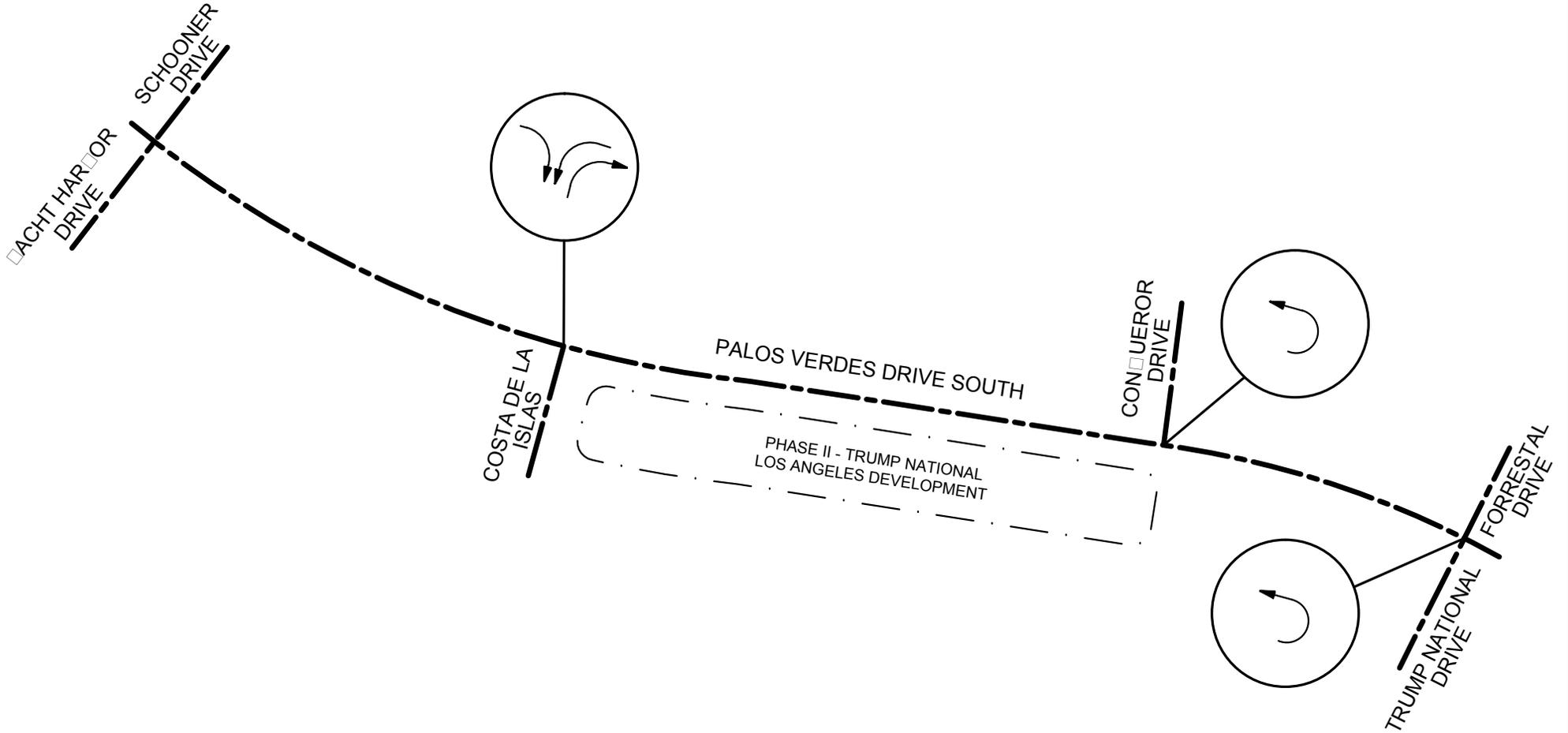
NOT TO SCALE



OPTION 1 TURNING MOVEMENTS
RIGHT TURN IN/RIGHT TURN OUT AT COSTA DE LA ISLAS



NOT TO SCALE



OPTION 3 TURNING MOVEMENTS

RIGHT TURN IN/RIGHT TURN OUT/LEFT TURN IN AT COSTA DE LA ISLAS

WARRANT 3, PEAK HOUR



Standard:

07 The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:

- A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and**
- B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.**

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

08 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.03 Warrant 2, Four-Hour Vehicular Volume

Support:

01 The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Standard:

02 The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.

Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-2 may be used in place of Figure 4C-1.

Section 4C.04 Warrant 3, Peak Hour

Support:

01 The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Standard:

02 This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

03 The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:**

- 1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and**
- 2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and**

3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

Option:

⁰⁴ If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to evaluate the criteria in the second category of the Standard.

⁰⁵ If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal may be operated in the flashing mode during the hours that the volume criteria of this warrant are not met.

Guidance:

⁰⁶ *If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal should be traffic-actuated.*

Section 4C.05 Warrant 4, Pedestrian Volume

Support:

⁰¹ The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Standard:

⁰² **The need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that one of the following criteria is met:**

A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5; or

B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-7.

Option:

⁰³ If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 35 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-6 may be used in place of Figure 4C-5 to evaluate Criterion A in Paragraph 2, and Figure 4C-8 may be used in place of Figure 4C-7 to evaluate Criterion B in Paragraph 2.

Standard:

⁰⁴ **The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.**

⁰⁵ **If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads complying with the provisions set forth in Chapter 4E.**

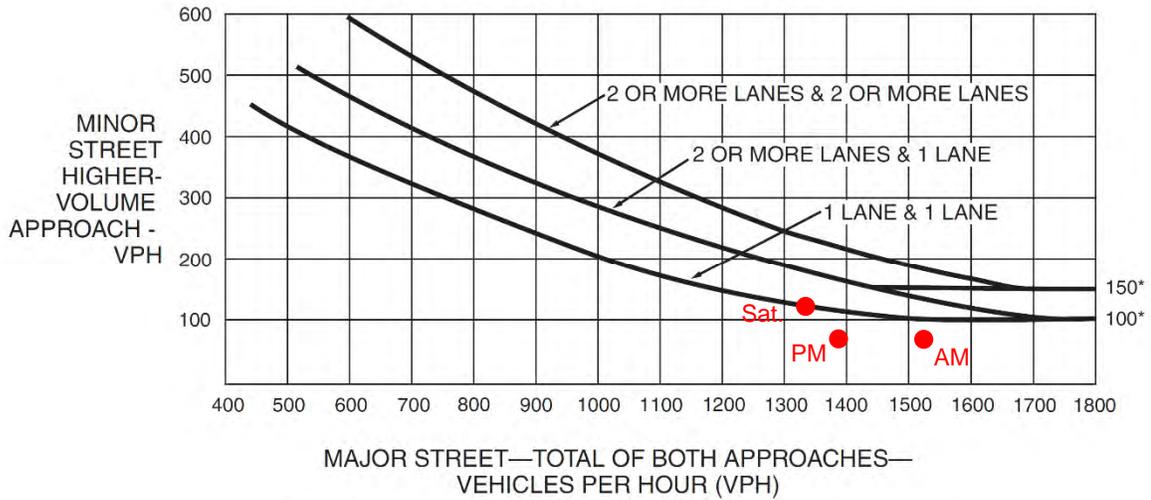
Guidance:

⁰⁶ *If this warrant is met and a traffic control signal is justified by an engineering study, then:*

A. If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.

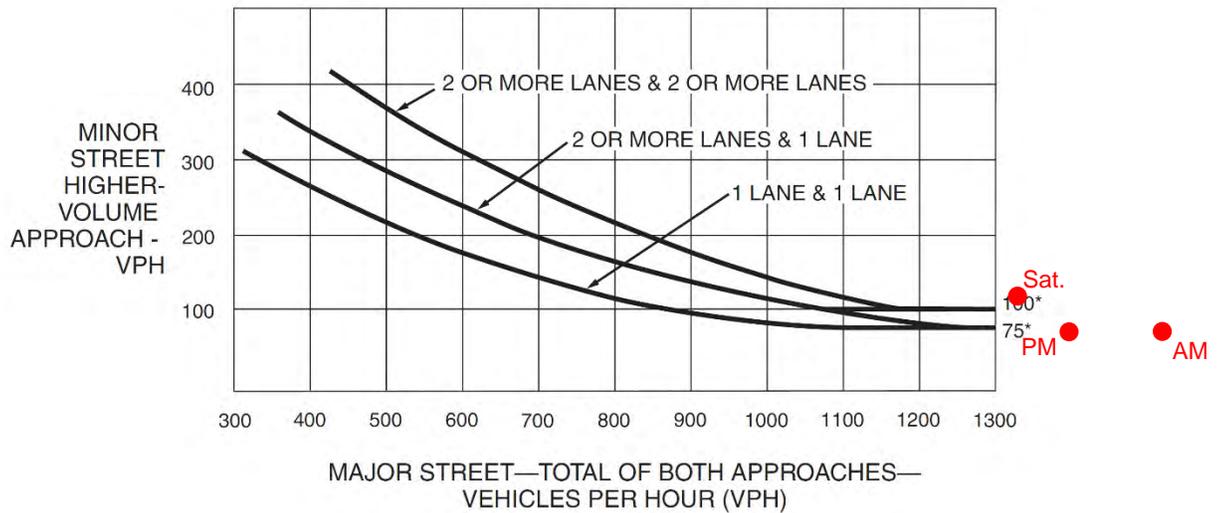
B. If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

LARGE VEHICLE TURNING TEMPLATES





NOT TO SCALE



LARGE VEHICLE TURNING TEMPLATE
(SINGLE UNIT TRUCK, 30' LONG)

PALOS VERDES DRIVE SOUTH AT SCHOONER DRIVE/AACHT HARBOR DRIVE



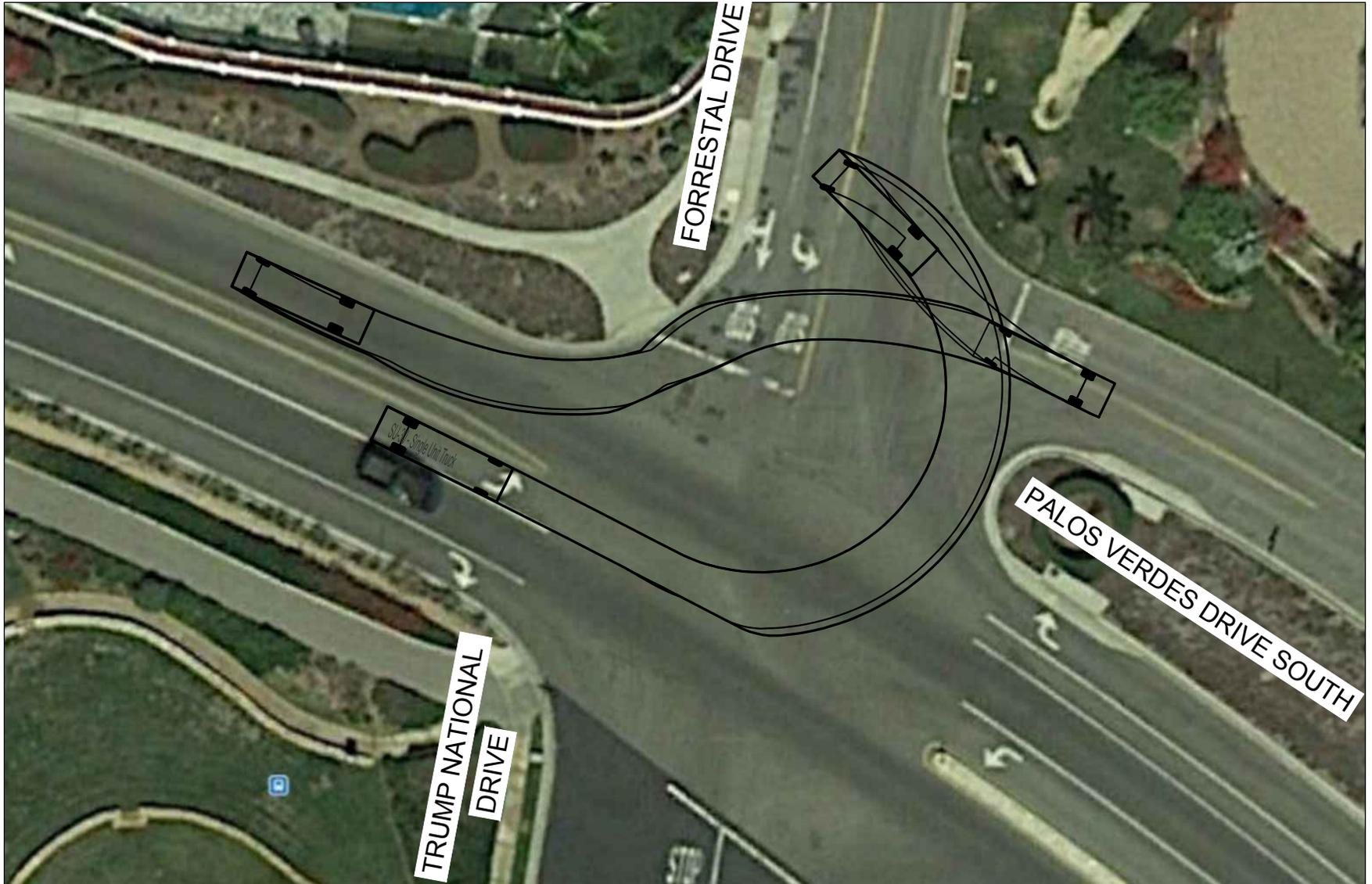
NOT TO SCALE



LARGE VEHICLE TURNING TEMPLATE
(SINGLE UNIT TRUCK, 30' LONG)
PALOS VERDES DRIVE SOUTH AT CONQUEROR DRIVE



NOT TO SCALE



LARGE VEHICLE TURNING TEMPLATE
(SINGLE UNIT TRUCK, 30' LONG)

PALOS VERDES DRIVE SOUTH AT TRUMP NATIONAL DRIVE/FORRESTAL DRIVE