

friendly route from the Metro Green Line to the Pier.

Commissioner Minne discussed grants available through the MAC (CHECK SPELLING) Program to expand rights-of-way with infrastructure modifications and asked about connectivity to other cities.

City Engineer Winje reported the Master Plan did not anticipate real estate right-of-way acquisitions nor major expenditures in terms of moving curb lines. It could be done but it has not been mapped in the Bicycle Master Plan and there may be areas where it may be possible (i.e., to provide a continuous Class II).

Vice Chair Simpson commended staff for the presentation; noted a Class II lane exists on Grant Avenue and Class II lanes function well on Grant Avenue and discussed connectivity further to the beach.

City Engineer Winje reported staff is working on a project to extend the pathway under the SCE right-of-way all the way to Inglewood; stated the City obtained a grant from Metro for the project and spoke about improving connectivity to Ripley.

Chair Funabashi commented on Beryl noting it was listed as two lanes in each direction but is one lane in each direction and asked about the process in coordinating routes with other cities.

Commissioner Hannon reported the City of Torrance has its own Bicycle Master Plan and reported the plans are integrated for improved connectivity through the South Bay Coalition.

Public Works Director Ted Semaan reported that cities communicate with each other, very well, at the staff level and discussed the process for collaborating on projects for implementation.

Commissioner Hannon added that it depends on the type of lanes to be constructed.

City Clerk Eleanor Manzano announced there were no public comments or eComments for this item.

Motion by Commissioner Hannon, seconded by Commissioner Garcia, to receive and file the South Bay Bicycle Master Plan Implementation Update. Motion carried unanimously, by roll call vote with Commissioner Fox, absent.

J.2. KING HARBOR SIGN REPLACEMENT ON 190TH STREET

CONTACT: GENE KIM, CITY TRAFFIC ENGINEER

Civil Engineer Daniel Gruezo presented the administrative report addressing existing conditions, background, updating the King Harbor sign on 190th Street to meet current standards, the proposed traffic signal design concept, details of the traffic signal concept, the

King Harbor entry sign design, fiscal impact and recommendations.

Commissioner Hannon asked about the life span of the signs and Civil Engineer Gruezo reported the City will mimic what was installed on Torrance Boulevard, which has withstood approximately twelve years and staff will review different materials and implement improvements.

Commissioner Glass addressed the cost; indicated that seems like a lot of money for a sign; stated he would be in support of replacing the existing green sign with a newly designed sign in the same location to save money.

Civil Engineer Gruezo noted the goal of the project is to replace the old standards with the new standards.

Public Works Director Semaan added that the project was started as a King Harbor sign upgrade but is a dual-purpose project, upgrading the pedestrian crossing and improving lighting and signal visibility.

Commissioner Glass believed there may be a cheaper way to proceed with the project.

Public Works Director Semaan discussed challenges with SCE power lines in terms of design and noted the project provides improvements for the signs, pedestrians, and drivers.

Vice Chair Simpson noted the project is more than just about the sign; asserted the pedestrian signal needs to be upgraded to enhance safety; believed that, alone, justifies the project and voiced his support.

Commissioner Minne felt most costs are going towards safety improvements; suggested the new sign double as a way-finding sign by incorporating arrows and recommended adding landscaping to the median and adjacent parkways.

City Traffic Engineer Kim reported this is one in a series of signs that are anticipated to be incorporated as part of the way-finding program and understood there will be way-finding signs posted, downstream as part of the larger way-finding program.

Chair Funabashi asked for a breakdown of costs related to the sign and pedestrian improvements and about costs of the subject sign in relation to the identical sign on Torrance Boulevard and spoke about the possibility of adding signage at other locations such as 190th Street and Hawthorne Boulevard.

Civil Engineer Gruezo reported in 2008, the Torrance Boulevard and Prospect Avenue sign costs were \$15,000 to \$20,000; agreed to investigate the possibility of adding signs to other areas and noted the typical cost of a new signal is \$100K to \$125K.

Chair Funabashi agreed that pedestrian and traffic safety improvements are needed at the site and noted the supports for the sign are a big part of the cost.

Public Works Director Semaan addressed the need for clearances for trucks and existing SCE power lines; discussed eliminating extra furniture from the street and noted cost savings in combining the elements to be replaced/added.

City Traffic Engineer Kim announced there were no public comments or eComments for this item.

Motion by Vice Chair Simpson, seconded by Commissioner Minne, to receive and file the King Harbor sign replacement on 190th Street and direct staff to forward draft minute excerpts of this item, reflecting Commissioner comments and concerns regarding this item, to the City Council. Motion carried unanimously, by roll call vote with Commissioner Fox, absent.

J.3. NORTH PIER PARKING STRUCTURE CIRCULATION PATTERN MODIFICATION

CONTACT: GENE KIM, CITY TRAFFIC ENGINEER

City Traffic Engineer Kim presented the administrative report addressing background, data collection, vehicular access, existing circulation pattern, traffic control modifications/signage, advantages, and disadvantages of the existing and proposed circulation patterns, coordination with the Waterfront and Economic Development Department, various business tenants and the Harbor Commission, budget and costs, funding and recommendations. He referenced written comments received from two business tenants regarding the item.

City Clerk Eleanor Manzano announced there were no public comments or eComments for this item.

Commissioner Hannon reported speaking with a friend who lives in an adjacent complex and has watched traffic circulation in the parking lot for over thirty years and stated his friend opined the proposed modifications would encourage people to drive in the wrong direction as they will continue to veer right when entering the parking lot.

Vice Chair Simpson spoke about the possibility of creating confusion and a conflict point that does not exist currently; believed the proposed changes will make it less safe and noted the importance of providing appropriate signage to inform people of additional parking areas.

Commissioner Glass agreed with Vice Chair Simpson's comments and asked about the possibility of installing electronic signage indicating where parking can be found. City Traffic Engineer Kim stated installation of that technology is not being planned.

Commissioner Minne agreed with Vice Chair Simpson and Glass and felt that additional signage will improve operations using the existing circulation pattern.

Commissioner Garcia spoke in support of staff recommendations to implement a clockwise traffic circulation pattern and liked the idea of installing an electronic sign indicating available parking spaces.