



City of Santa Fe Springs

AGENDA

FOR THE REGULAR MEETING OF THE:

TRAFFIC COMMISSION

Council Chambers
11710 Telegraph Road
Santa Fe Springs, CA 90670

JUNE 16, 2011
7:00 P.M.

Arcelia Valenzuela, Chairperson
Manuel Zevallos, Vice Chairperson
Gregory Berg, Traffic Commissioner
Sally Gaitan, Traffic Commissioner
Ted Radoumis, Traffic Commissioner

Public Comment: The public is encouraged to address the Traffic Commission on any matter listed on the agenda or on any other traffic-related matter within its jurisdiction. The Traffic Commission will hear public comment on items listed on the agenda during discussion of the matter and prior to a vote. The Traffic Commission will hear public comment on matters not listed on the agenda during the Oral Communications period.

Pursuant to provisions of the Brown Act, no action may be taken on a matter unless it is listed on the agenda, or unless certain emergency or special circumstances exist. The Traffic Commission may direct staff to investigate and/or schedule certain matters for consideration at a future Traffic Commission meeting.

Americans with Disabilities Act: In compliance with the ADA, if you need special assistance to participate in a City meeting or other services offered by this City, please contact the City Engineer's Office. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

Please Note: Staff reports are available for inspection at the office of the City Engineer, City Hall, 11710 E. Telegraph Road during regular business hours 7:30 a.m. – 5:30 p.m., Monday – Friday. City Hall is closed every other Friday. Telephone (562) 868-0511.

1. **CALL TO ORDER**

2. **ROLL CALL**

Gregory Berg, Commissioner
Sally Gaitan, Commissioner
Ted Radoumis, Commissioner
Manuel Zevallos, Vice Chairperson
Arcelia Valenzuela, Chairperson

3. **ORAL COMMUNICATIONS FROM THE AUDIENCE**

This is the time when comments may be made by interested persons on matters not on the agenda having to do with City traffic-related matter.

NEW BUSINESS

4. Traffic Bureau Report – May 2011

Recommendation: That the Commission receive and file the report for May 2011.

5. Traffic Study – Orr and Day Road between Florence Avenue and Clarkman Street

Recommendation: That the Commission recommend to the City Council that northbound left turns on Orr and Day Road at Longworth Avenue be prohibited.

6. **APPROVAL OF MINUTES**

Regular Traffic Commission Meeting of May 19, 2011.

Recommendation: That the Traffic Commission approve the minutes as submitted.

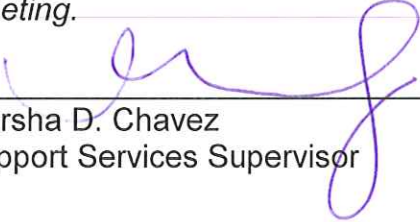
7. **COMMUNICATIONS**

Commission

Staff

8. **ADJOURNMENT**

I hereby certify under penalty of perjury under the laws of the State of California, that the foregoing agenda was posted at the following locations; Santa Fe Springs City Hall, 11710 Telegraph Road; Santa Fe Springs City Library, 11700 Telegraph Road; and the Town Center Plaza (Kiosk), 11740 Telegraph Road, not less than 72 hours prior to the meeting.



Marsha D. Chavez
Support Services Supervisor

6/9/2011

Date



City of Santa Fe Springs

Traffic Commission Meeting

June 16, 2011

NEW BUSINESS

Traffic Bureau Report – May 2011

RECOMMENDATION

That the Commission receive and file the report for May 2011.

BACKGROUND

The attached Traffic Bureau Report has been prepared that details statistical information for the month of May 2011.

A summary of primary collision factors and special conditions is provided below:

Total Accidents for Month: 52

City Property Damage:	5
Hit and Run:	6
Fatalities:	0
Injuries:	17
Property Damage:	24

Special Conditions

DUI:	0
Bicycle:	2
Pedestrian:	1

Noe Negrete
Assistant Director of Public Works

Attachment(s):

Traffic Bureau Report
Bicycle/Pedestrian Accident Report

**City of Santa Fe Springs
Served By
Whittier Police Department
Traffic Bureau Report
May 2011**

There were **52** accidents reported during the month of **May 2011**

May 2010				May 2011			
	Accidents	Injuries	Fatalities		Accidents	Injuries	Fatalities
City Property Damage	6	0	0	City Property Damage	5	3	0
Hit and Run	8	1	0	Hit and Run	6	1	0
Fatal	0	0	0	Fatal	0	0	0
Injury	14	16	0	Injury	17	22	0
Prop Damage	13	0	0	Prop Damage	24	0	0
Total	41	17	0	Total	52	26	0
Accident To Date				Accident To Date			
	Accidents	Injuries	Fatalities		Accidents	Injuries	Fatalities
City Property Damage	13	1	0	City Property Damage	13	5	0
Hit and Run	57	3	0	Hit and Run	55	9	0
Fatal	0	0	0	Fatal	1	0	1
Injury	71	92	0	Injury	77	111	0
Prop Damage	111	2	0	Prop Damage	106	2	0
Total	252	98	0	Total	252	127	1
Injured persons to date	98			Injured persons to date	127		
Persons killed to date	0			Persons killed to date	1		

Number of accidents by watch

Morning	4
Day	33
Night	15

Number of accidents by day/week

Sunday	9	Thursday	6
Monday	12	Friday	3
Tuesday	7	Saturday	8
Wednesday	7		

Number of accidents by time of day

0001-0059	0	1200-1259	3
0100-0159	0	1300-1359	1
0200-0259	1	1400-1459	3
0300-0359	0	1500-1559	5
0400-0459	0	1600-1659	4
0500-0559	1	1700-1759	5
0600-0659	2	1800-1859	1
0700-0759	4	1900-1959	2
0800-0859	4	2000-2059	4
0900-0959	3	2100-2159	2
1000-1059	2	2200-2259	1
1100-1159	4	2300-2359	0

There were **0** collisions involving persons driving under the influence of alcohol and/or drugs during the month **May 2011**

There was **2** bicycle and **1** pedestrian accidents reported during the month of **May 2011**

During the month of **May 2011** there were **6** hit and run accidents reported as having occurred on the roadways within the city.

Primary Collision Factors

Right-of-Way	10	21800,21801,21802,21803,21804 VC
Speed	9	22350,22348,22349 VC
Signal Violations	1	21453, 22450 VC
Driving Under the Influence	0	23152,23153 VC

Fatal/Injury count for the month of: **May 2011**

Fatalities	0	Injuries	26
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Citation Statistics for May 2011

May 2010

Moving Citations	543
Moving Violations	719
Parking Violations	278
Warning Notices	5

May 2011

Moving Citations	425
Moving Violations	576
Parking Violations	312
Warning Notices	0

May 2011 Pedestrian/Bicycle Accident Report

<u>Accident Address</u>	<u>Accident Date and Time</u>	<u>Accident Motor Vehicle Involved With</u>	<u>Accident Number</u>
9931 S ORR AND DAY RD	05/04/2011 08:04:00	G, BICYCLE	11901476
10400 S ORR AND DAY RD	05/09/2011 10:11:00	B. PEDESTRIAN	11901542
13146 E FIRESTONE BLVD	05/30/2011 20:10:00	G, BICYCLE	11901815



City of Santa Fe Springs

Traffic Commission Meeting

June 16, 2011

NEW BUSINESS

Traffic Study - Orr and Day Road between Florence Avenue and Clarkman Street

RECOMMENDATION

That the Traffic Commission recommend to the City Council that northbound left turns on Orr and Day Road at Longworth Avenue be prohibited.

DISCUSSION

In November 2009, the Traffic Commission reviewed a staff report that recommended the prohibiting of northbound left turns at the intersection of Orr and Day Road and Longworth Avenue. The Commission voted 4 to 0 to recommend to the City Council that northbound left turns be prohibited at the aforementioned intersection. At their meeting of December 17, 2009, the City Council reviewed the recommendation and directed staff to determine what, if any, impacts would occur at the intersection of Orr and Day Road and Clarkman Street due to the prohibition of northbound left turns at Orr and Day Road and Longworth Avenue. Subsequently, there has been a request to review the operation at the intersection Orr and Day Road and Clarkman Street during the hours that students are arriving and leaving Santa Fe High School. This report will present a review of the existing conditions including roadway geometrics along the entire Orr and Day Road corridor between Longworth Avenue and Clarkman Street, provide updated collision history and field observations, including addressing the items of concern to the City Council.

Orr and Day Road is classified as a major arterial highway and runs in a north/south orientation between Florence Avenue and Telegraph Road. Orr and Day Road is a divided highway with raised medians and striped for two lanes in each direction. The street is 80 feet wide curb-to-curb and the speed limit is a posted 35 miles-per-hour. The development along Orr and Day Road in this area is non-fronting residential and fronting residential separated by service road on the west side and a Mobil service station and a parking lot for the Florence Avenue Foursquare Church on the east side. Parking is generally restricted along the segment of Orr and Day Road between Florence Avenue and Otto Street. Between Otto Street and Clarkman Street, parking is generally allowed on the east side but prohibited on the west side.

Longworth Avenue is a residential collector street that begins at Davenrich Street on the north and runs southerly and then curves easterly and terminates at Orr and Day Road to form a T-intersection. Longworth is 36 feet wide curb-to-curb and the speed limit is a prima facie 25 miles-per-hour. Parking is allowed on Longworth Avenue. Eastbound traffic on Longworth Avenue is controlled by a Stop sign.

The intersection of Orr and Day Road and Longworth Avenue is located approximately 200 feet north of the intersection of Florence Avenue and Orr and Day Road. The current signing and striping conditions for northbound traffic are such that Orr and Day Road is striped for two through-lanes and there is an R3-4 sign that prohibits northbound U-turns at the location. On the east side of the intersection there is a driveway into the Florence Avenue Foursquare Church parking lot. There is also a southbound left turn lane for motorists wanting to turn into the aforementioned driveway to the church parking lot. There is a raised median that separates northbound Orr and Day Road from southbound between Florence Avenue and Longworth Street. The morning and afternoon peak hour intersection turning movement counts were done at the subject location on Wednesday November 4, 2009. Even though these counts are 17 months old there has not been any significant development in this immediate area that would increase the traffic counts along Orr and Day Road. In addition, a Midday Peak Hour count was done on June 7, 2011 in order to have comparable traffic counts during the same time periods for both intersections. The results of the turning movement counts are shown on Figure A (AM Peak) and Figure B (PM Peak) and Figure C (Midday Peak).

A review of the collision history at the subject intersection indicates that there have been eight collisions at this intersection since the year 2000. These collisions are depicted on the attached Figure D which is a collision diagram that was prepared for the subject intersection. Only the collision that occurred on December 3, 2003 involved a northbound left turning vehicle.

The section of Clarkman Street that runs westerly from Orr and Day Road and terminates at the I-605 Freeway is also a residential collector. Clarkman Street is 36 feet wide curb-to-curb and the speed limit is a prima facie 25 miles-per-hour. Parking is allowed on Clarkman Street. An entrance-only driveway to Santa Fe High School is located on the east side of the Orr and Day Road-Clarkman Street intersection. The intersection of Orr and Day Road and Clarkman Street is controlled by a fully-actuated traffic signal. Manual Peak Hour counts were done during the morning, midday and afternoon peak hours in January 2010. Figure E depicts the AM Peak, Figure F depicts the Midday Peak, and Figure G depicts the results of the PM Peak count. Figure H is a Collision Diagram prepared for this intersection. It shows that a total of 12 collisions have occurred at this intersection since the year 2000 with one collision occurring within the past 39 months.

In the previous report, Staff had indicated that there is a dual-left turn lane on eastbound Florence Avenue that allows motorists to turn onto northbound Orr and Day Road and then proceed to turn left onto Longworth Avenue. The left turn movement at Longworth Avenue can directly impact the operation of the intersection of Florence Avenue/Orr and Day Road. The fact that there is no left turn lane or

pocket available for northbound motorists to turn left from Orr and Day Road onto Longworth Avenue, when a northbound motorist does attempt a left turn at Longworth Avenue during peak hours, their vehicle is stopped in the number one northbound lane of Orr and Day Road and blocks any vehicle movement in this lane. Due to the proximity of the subject intersection to the intersection of Florence Avenue and Orr and Day Road, there is a high probability for the left turning traffic from Orr and Day Road to be backed up onto Florence Avenue. There is also a potential for rear end-type collisions as motorists turning from Florence Avenue onto Orr and Day Road may not be expecting the number one lane to be stopping in that area.

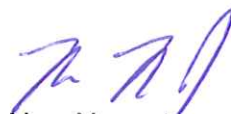
Staff had previously investigated the possibility of providing a striped northbound left turn lane but it was determined not to be feasible for the following reasons:

1. The majority of left turn lanes are designed to be directly opposite each other and this positioning aides in each of the motorist's ability to see around the opposing left turning vehicle without having to encroach into the path of opposing through-traffic. Due to the horizontal offset that exists between the southbound left turn lane and northbound number one lane on Orr and Day Road at this location, it would very difficult for left turning motorists to see around each other without encroaching into an opposing through-lane. This is especially the case for southbound left turning vehicles.
2. The proximity of the subject intersection to the intersection of Florence Avenue and Orr and Day Road is such that a left turn lane at Longworth Avenue would be of substandard length and might encourage more motorists to attempt left turns and u-turns at this location and could create a backup of northbound traffic into the intersection of Florence Avenue and Orr and Day Road.

Staff reviewed the traffic operation of the intersection of Orr and Day Road and Clarkman Street as this would be the next available location for motorists to turn left from Orr and Day Road and enter the residential area west of Orr and Day Road. The volume to capacity ratio and Level of Service tools were used to determine the current intersection operating conditions. The volume to capacity (v/c) ratio for the afternoon Peak Hour was calculated for this intersection in order to determine how the intersection is operating. The volume to capacity calculation is a tool that is used to determine critical traffic volumes and critical approaches that may impact the operation of an intersection. The v/c ratio is a calculated value that ranges from 0.0 to 1.0 or greater and superimposes existing traffic volumes onto existing available traffic lanes based on an assumed lane capacity of 1,600 vehicles per-hour per-lane together with a .05 clearance interval. From the v/c ratio we are able to determine the Level of Service for an intersection. The Level of Service (LOS) is a way to

describe how vehicular traffic at an intersection or street segment is flowing or not flowing. LOS values vary from LOS "A" (low volumes, high speeds, i.e. free flow conditions) to LOS "F" (long queues of traffic, most vehicles have to wait for two signal cycles to clear intersection, i.e. unstable flow). The results of the v/c ratio calculation done for the existing afternoon Peak Hour condition at Orr and Day Road/Clarkman Street intersection indicates that the intersection functions at a Level of Service "A". We then took the existing northbound left-turn volume from Orr and Day Road/Longworth Avenue and added that volume to the existing northbound left turn volume at Clarkman Street and recalculated the v/c ratio and found there was a 5.6% increase to the intersection v/c ratio but the intersection remained at LOS "A". Table 1 shows the v/c ratio calculations for both the existing conditions and the addition of the left turns from Longworth Avenue. Thus, based on random arrivals of northbound left turning vehicles at Orr and Day Road/Clarkman Street and based on our calculations, the intersection can handle the additional northbound left turning traffic that would be added due to the proposal to prohibit northbound left turns at Orr and Day Road/Longworth Avenue.

Staff recommends that the Traffic Commission recommend to the City Council that northbound left turns be prohibited on Orr and Day Road at Longworth Avenue. The prohibition of left turns at Longworth Avenue and Orr and Day Road would mean that the next available location for northbound motorists to enter the residential area west of Orr and Day Road would be at Clarkman Street. The intersection of Clarkman Street and Orr and Day Road is signalized with a fully-actuated traffic signal and has left-turn lanes that are located directly across from each other and our calculations have shown that there is available capacity at this intersection to handle the additional northbound left turn traffic.



Noe Negrete
Assistant Director of Public Works

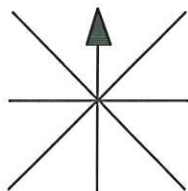
Attachment(s)

Figures A, B, C, D, E, F, G and H
Table 1

CITY OF SANTA FE SPRINGS INTERSECTION VEHICLE TURN COUNT

LOCATION: Orr & Day Road/Longworth Avenue

DATE: 11/4/09



INDICATE NORTH
BY ARROW

TIME: 7:30 TO: 8:30 A.M.

WEATHER: Clear & Sunny

OBSERVERS: S.M-C.

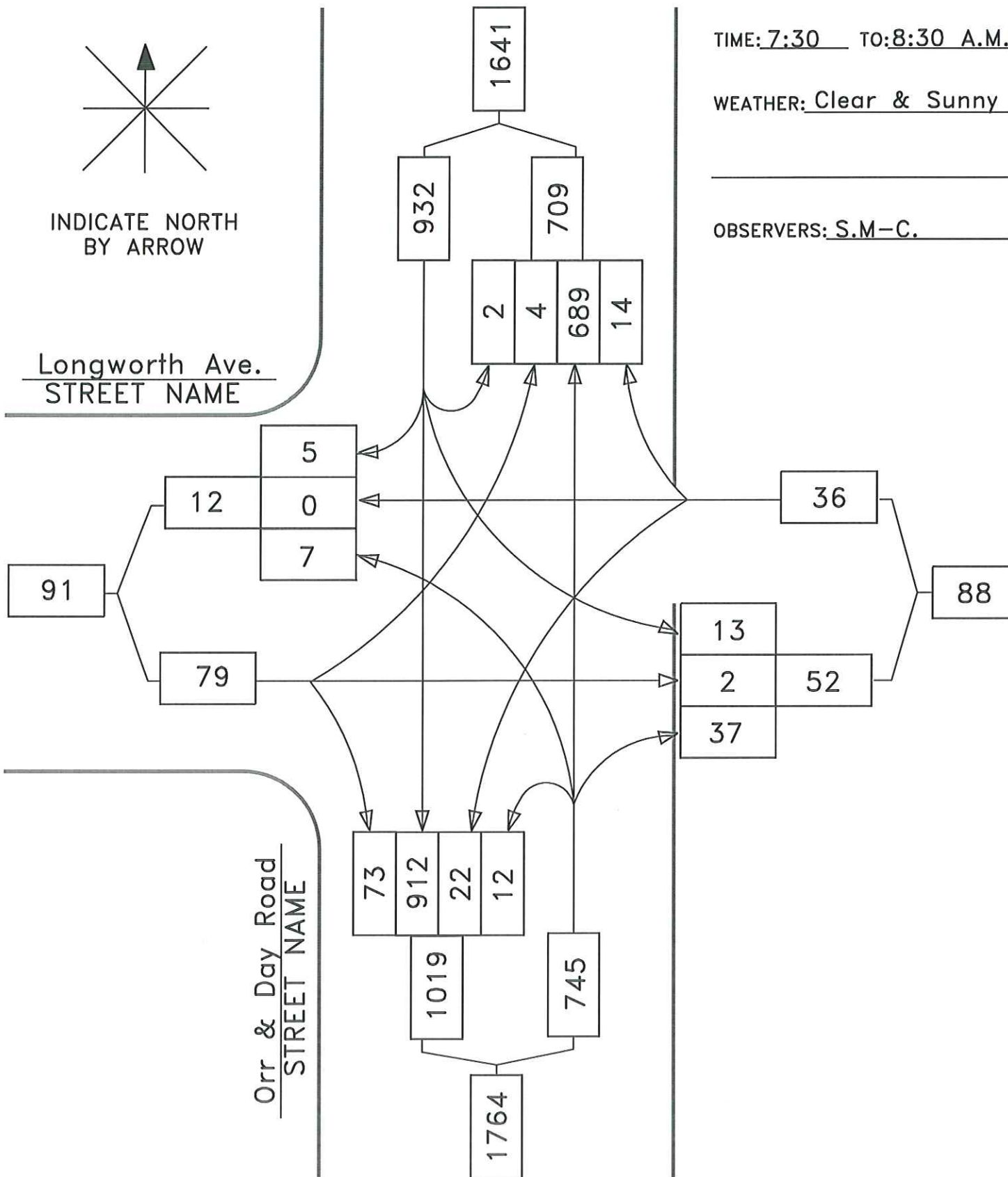
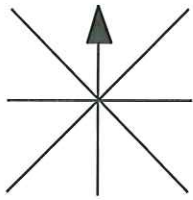


FIGURE A

CITY OF SANTA FE SPRINGS INTERSECTION VEHICLE TURN COUNT

LOCATION: Orr & Day Road/Longworth Avenue

DATE: 6/7/11



INDICATE NORTH
BY ARROW

TIME: 2:30 TO: 3:30 P.M.

WEATHER: Clear & Sunny

OBSERVERS: S.M-C.

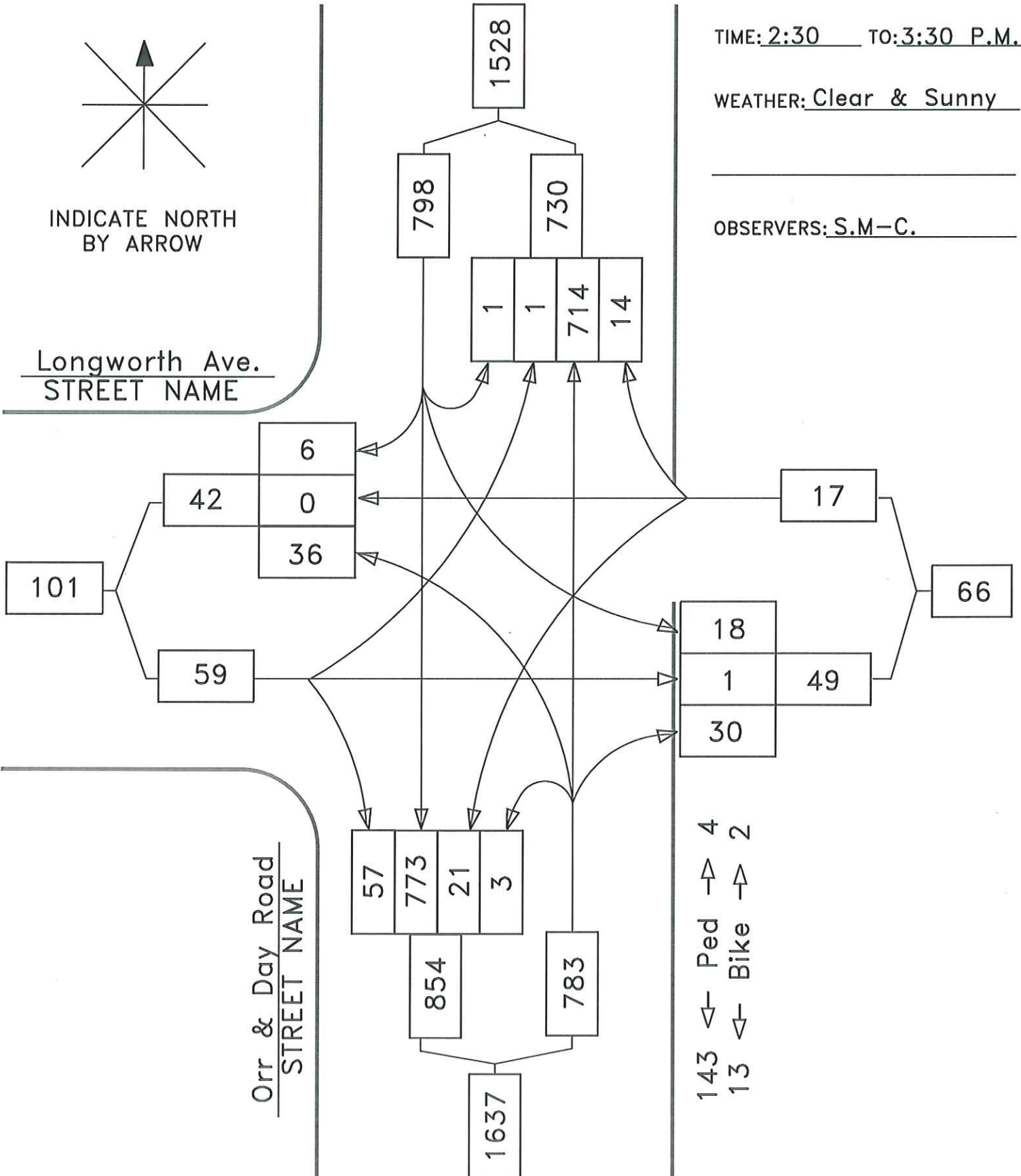
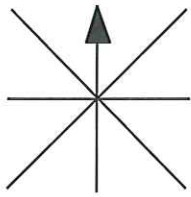


FIGURE B

CITY OF SANIA F E SPRINGS
INTERSECTION VEHICLE TURN COUNT

LOCATION: Orr & Day Road/Longworth Avenue

DATE: 11/4/09



INDICATE NORTH
BY ARROW

TIME: 4:30 To: 5:30 P.M.

WEATHER: Clear & Sunny

OBSERVERS: S.M-C.

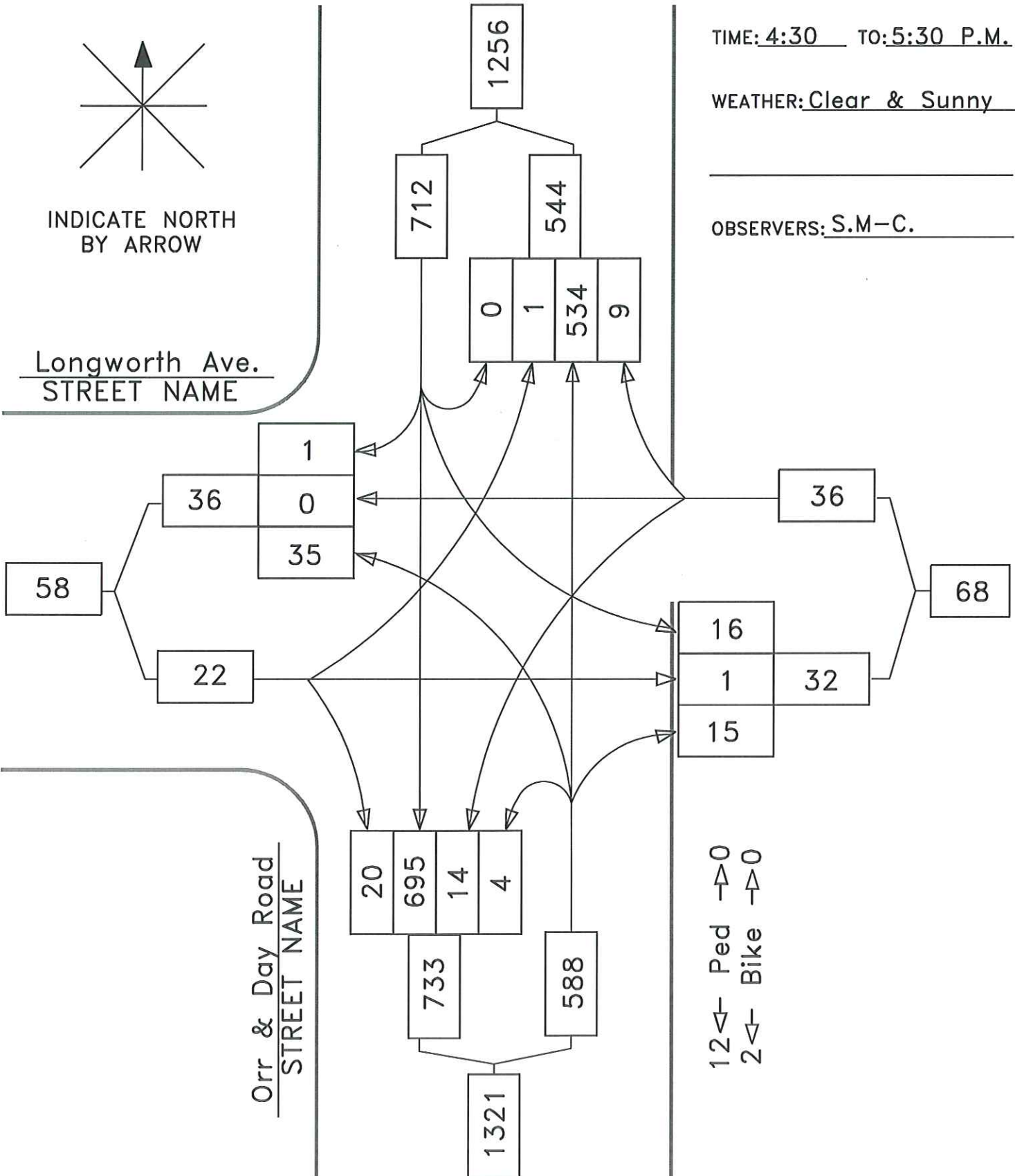


FIGURE C

COLLISION DIAGRAM

CITY OF SANTA FE SPRINGS

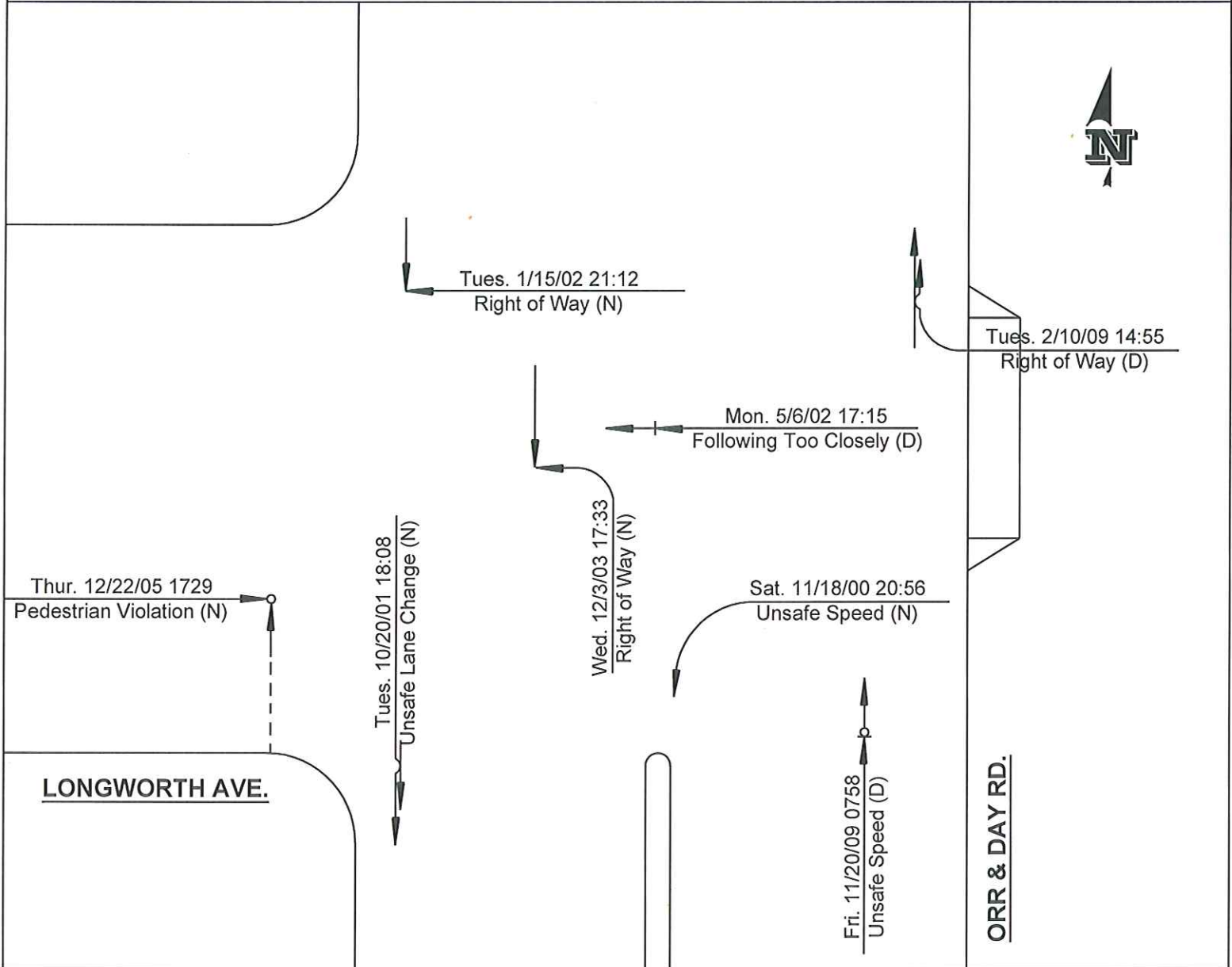
INTERSECTION: **LONGWORTH AVENUE AND ORR & DAY ROAD**

PERIOD: Ten Years and Four Months

FROM: 1/1/00 TO 4/30/11

PREPARED BY: S. M.-C.

DATE PREPARED: 6/6/11



LEGEND

- PATH OF MOVING MOTOR VEHICLES
- PEDESTRIAN PATH
- FATAL
- INJURY
- REAR-END COLLISION
- PARKED VEHICLE
- FIXED OBJECT
- OVERTURNED
- OUT OF CONTROL
- SIDESWIPE
- HEAD-ON

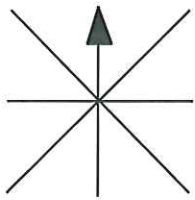
TYPE	DAY	NIGHT	TOTAL
FATAL	0	0	0
PED. INJURY	0	1	1
OTHER INJURY	1	0	1
PROPERTY DAMAGE ONLY	2	4	6
TOTAL	3	5	8

FIGURE D

CITY OF SANTA FE SPRINGS
INTERSECTION VEHICLE TURN COUNT

LOCATION: ORR & DAY ROAD AND CLARKMAN STREET

DATE: 1/6/10



INDICATE NORTH
BY ARROW

TIME: 7:30 To: 8:30 A.M.

WEATHER: Clear & Sunny

OBSERVERS: S.M-C.

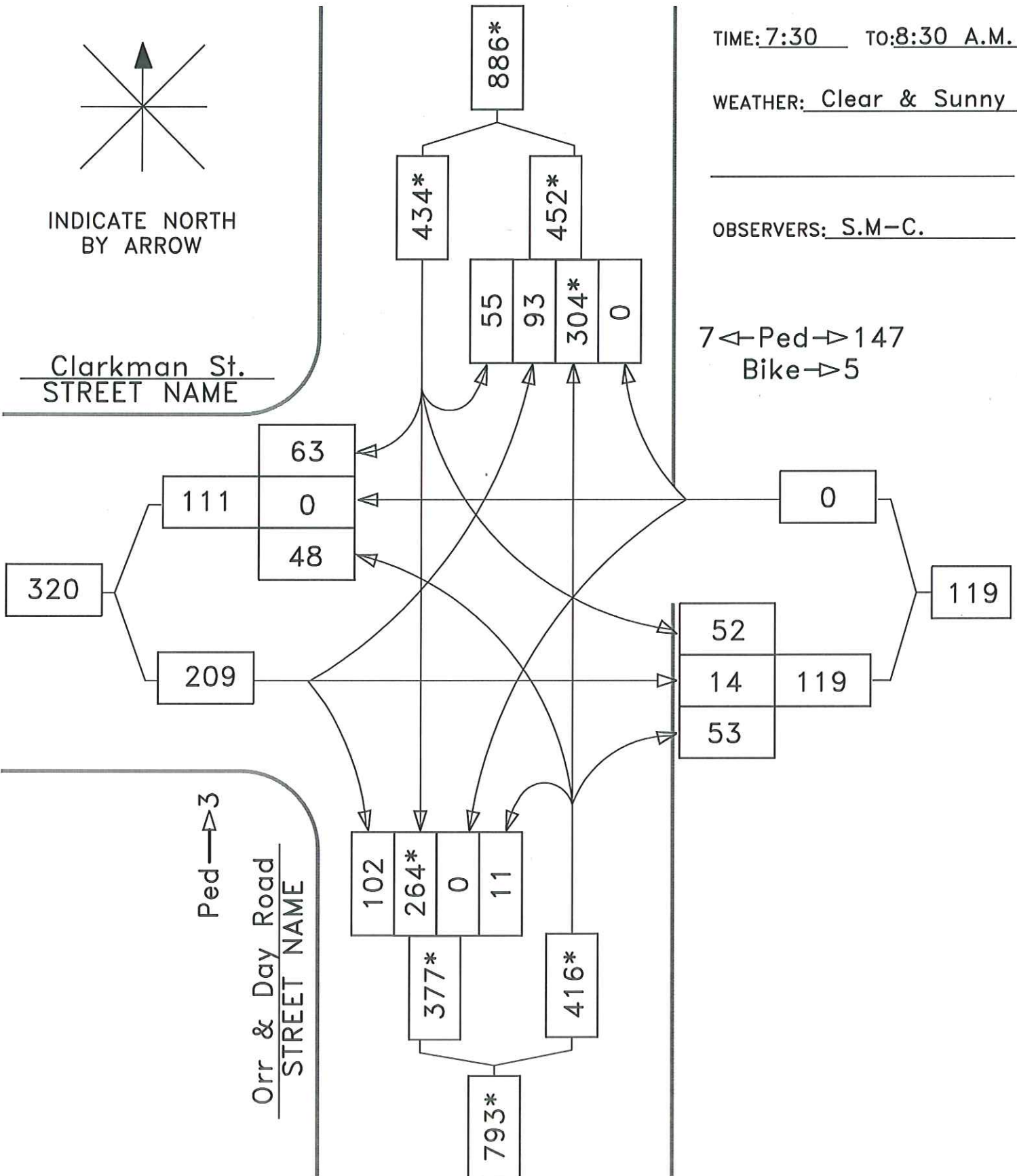
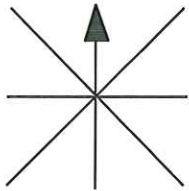


FIGURE E

CITY OF SANTA FE SPRINGS
INTERSECTION VEHICLE TURN COUNT

LOCATION: ORR & DAY ROAD AND CLARKMAN STREET

DATE: 1/5/10



INDICATE NORTH
BY ARROW

TIME: 2:30 TO: 3:30 P.M.

WEATHER: Clear & Sunny

OBSERVERS: S.M-C.

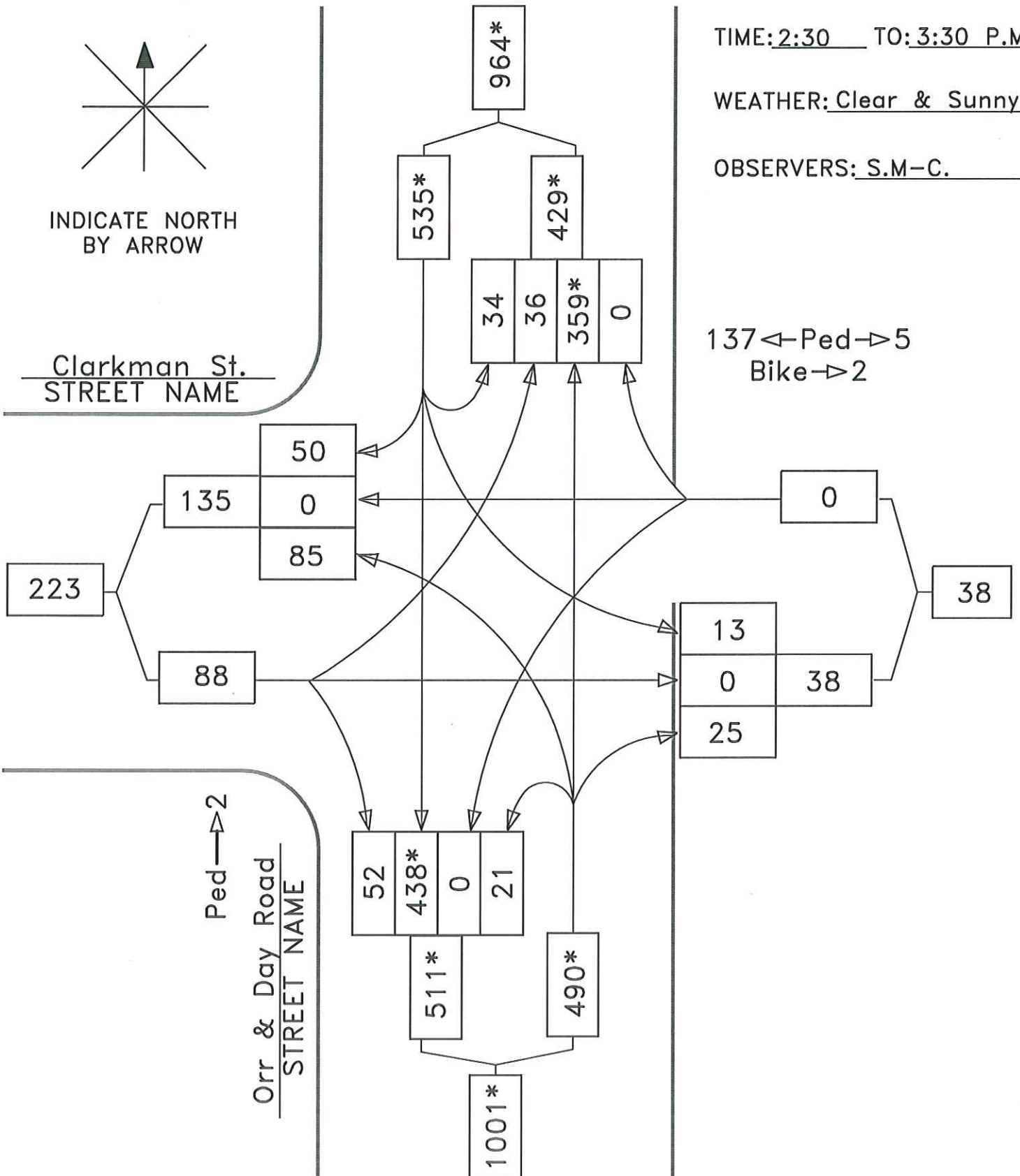
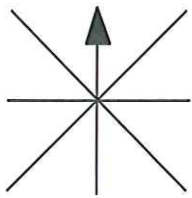


FIGURE F

CITY OF SANTA FE SPRINGS INTERSECTION VEHICLE TURN COUNT

LOCATION: Orr & Day Road/Clarkman Street

DATE: 1/6/10



INDICATE NORTH
BY ARROW

TIME: 4:30 TO: 5:30 P.M.

WEATHER: Clear & Sunny

OBSERVERS: S.M-C.

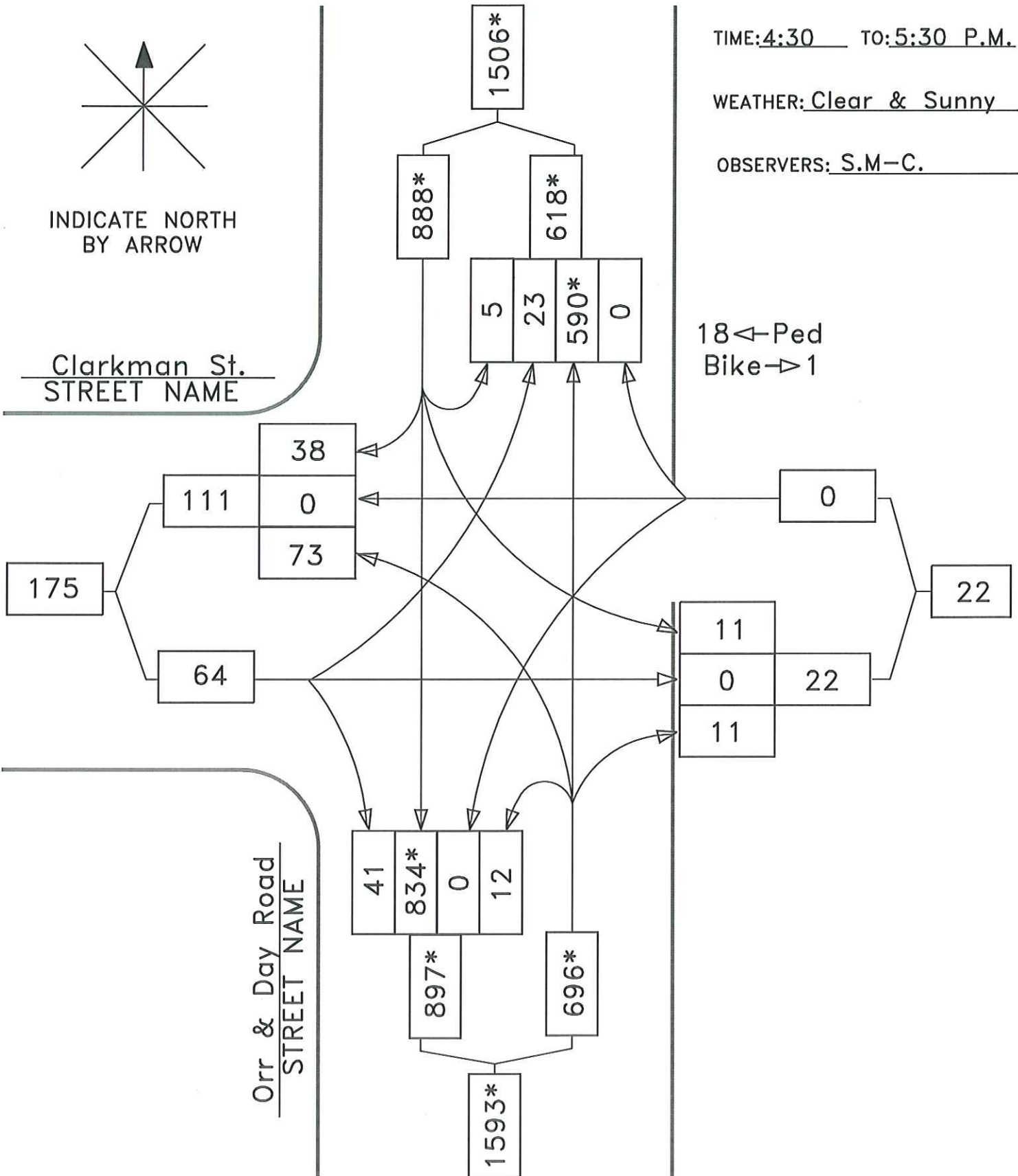


FIGURE G

COLLISION DIAGRAM

CITY OF SANTA FE SPRINGS

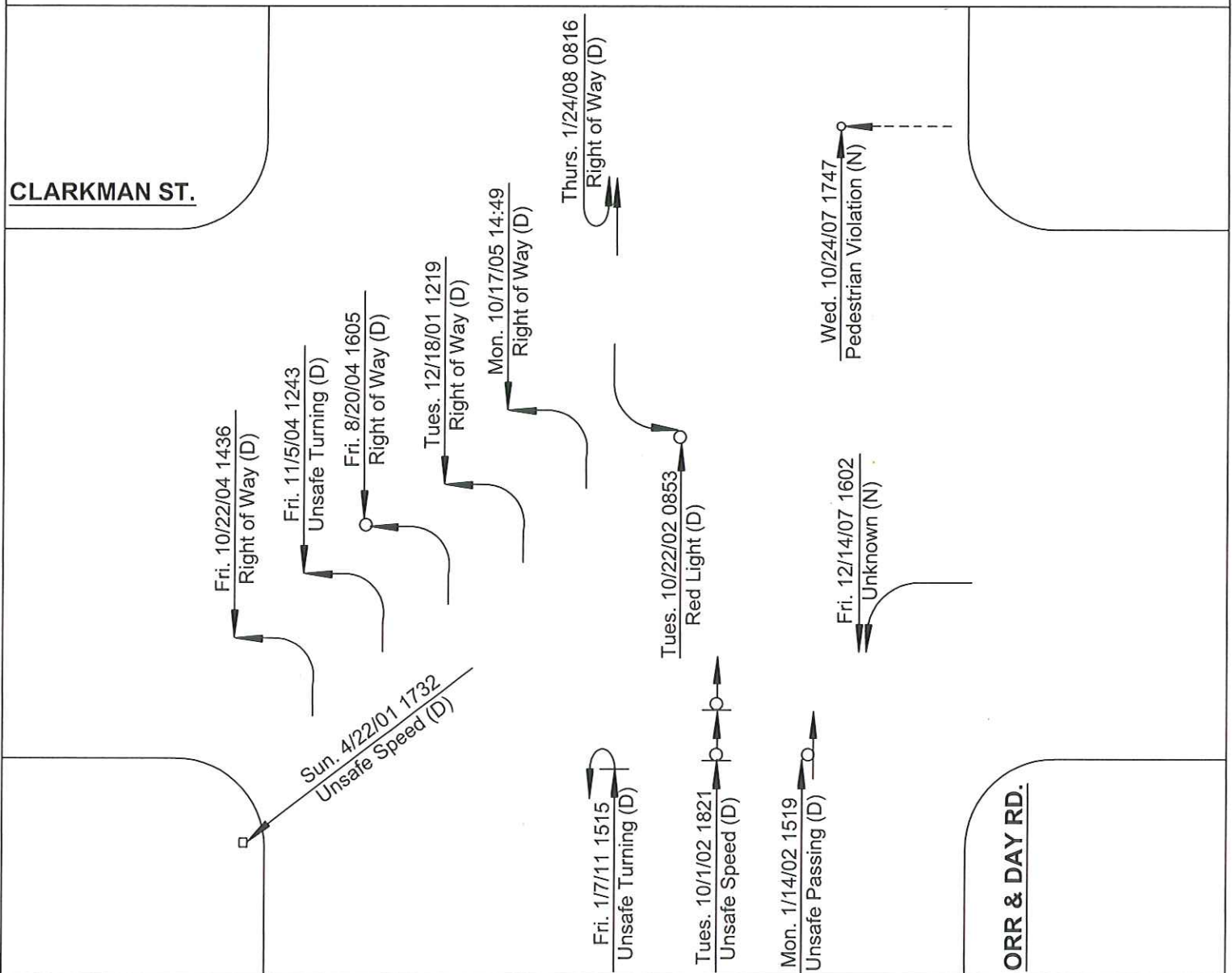
INTERSECTION: **ORR & DAY ROAD AND CLARKMAN STREET**

PERIOD: **Ten Years and Four Months**

FROM: **1/1/00 TO 4/30/11**

PREPARED BY: **S. M.-C.**

DATE PREPARED: **6/6/11**



LEGEND

- ▶ PATH OF MOVING MOTOR VEHICLES
- - - - -▶ PEDESTRIAN PATH
- FATAL
- INJURY
- |— REAR-END COLLISION
- PARKED VEHICLE
- FIXED OBJECT
- OVERTURNED
- ~~~~~▶ OUT OF CONTROL
- |— SIDESWIPE
- |— HEAD-ON

TYPE	DAY	NIGHT	TOTAL
FATAL	0	0	0
PED. INJURY	0	1	1
OTHER INJURY	4	0	4
PROPERTY DAMAGE ONLY	8	0	8
TOTAL	12	1	13

FIGURE H

V/C RATIO CALCULATION ORR AND DAY RD./CLARKMAN ST.

(BASED ON EXISTING TRAFFIC COUNTS)

Movement		No. Lanes	Capacity	Volume	V/C
NB	LT	1	1600	73	0.046
	Thru	2	3200	601	0.188
	RT	0	0	0	0
SB	LT	1	1600	11	0.007
	Thru	2	3200	872	0.273
	RT*	0	0	38	0
EB	LT	1	1600	23	0.014
	Thru	1	3200	0	0
	RT	1	1600	41	0.026
WB	LT	0	1600	0	0
	Thru	0	3200	0	0
	RT	0	0	0	0

Intersection Volume

1659

Signal Phasing Loss Factor

0.05

Intersection V/C Ratio

0.394

LEVEL OF SERVICE (LOS)

A

Critical movements highlighted in red

**included right turns in with thru volume*

(REVISED L.O.S. INCLUDED 35 LEFT TURNS FROM LONGWORTH)

Movement		No. Lanes	Capacity	Volume	V/C
NB	LT**	1	1600	108	0.068
	Thru	2	3200	601	0.188
	RT	0	0	0	0
SB	LT	1	1600	11	0.007
	Thru	2	3200	872	0.273
	RT*	0	0	38	0
EB	LT	1	1600	23	0.014
	Thru	1	3200	0	0
	RT	1	1600	41	0.026
WB	LT	0	1600	0	0
	Thru	0	3200	0	0
	RT	0	0	0	0

Intersection Volume

1694

Signal Phasing Loss Factor

0.05

Intersection V/C Ratio

0.416

LEVEL OF SERVICE (LOS)

A

Critical movements highlighted in red

***added 35 vehicles that would have turned at Longworth Ave.*

TABLE 1

**MINUTES
REGULAR TRAFFIC COMMISSION MEETING
CITY OF SANTA FE SPRINGS
MAY 19, 2011**

1. CALL TO ORDER

Chairperson Valenzuela called the Traffic Commission meeting to order at 7:03 p.m.

2. ROLL CALL

Present: Traffic Commissioners Berg, Gaitan, Radoumis, Zevallos, and Chairperson Valenzuela.

Also Present: Noe Negrete, Assistant Director of Public Works; Marsha D. Chavez, Support Services Supervisor; and Traffic Frank Officer Igros.

3. ORAL COMMUNICATIONS FROM THE AUDIENCE

Chairperson Valenzuela announced that this is the time when comments may be made by interested persons on matters not on the agenda having to do with any City traffic-related matter. There being no one who addressed the Commission, Oral Communications were declared closed.

NEW BUSINESS

4. Traffic Bureau Report – April 2011

Recommendation: That the Commission receive and file the report for April 2011.

Traffic Officer Igros reviewed the Traffic Bureau Report for the month of April. The report showed that there were a total of 51 accidents reported during the month of April 2011, which is a slight increase from April 2010. Additionally, there was one driving under the influence incidents, two bicycle incidents and no pedestrian incidents. There were twelve hit and run accidents reported. Moving Citations, Moving Violations, Parking Violations, and Warning Notices all had decreased from April 2010 as compared to April 2011.

Commissioner Gaitan made a motion to receive and file the report for April 2011; Commissioner Zevallos seconded the motion which carried unanimously.

5. Status Report on the Proposed Extension of the Gold Line Light Rail System

Recommendation: This report is for informational purposes only and does not require any action by the Traffic Commission.

Mr. Negrete gave a detailed overview of the proposed extension of the Gold

Line Light Rail system, discussing the two alternatives currently proposed by The Los Angeles County Metropolitan Transportation Authority. The Commission generally discussed the potential impact to surrounding areas and impact to residents of Santa Fe Springs.

6. APPROVAL OF MINUTES

Commissioner Gaitan moved to approve the minutes of the Regular Traffic Commission meeting of April 21, 2011 and Commissioner Radoumis seconded the motion, which carried unanimously.

7. COMMUNICATIONS

Commission

Commissioner Zevallos inquired about the installation of a crosswalk at Florence Avenue at Ringwood Avenue. Mr. Negrete indicated that staff is currently studying the area and anticipates returning to the Commission with the study results in July 2011. Mr. Negrete further noted that staff is in the design phase for the traffic signal at Florence Avenue at Roseton Avenue.

Commissioner Gaitan inquired about an official bike route in the City of Santa Fe Springs. Mr. Negrete confirmed that recently it was determined additional signs were necessary to more clearly denote bike paths in the City and that staff is in the process of installing these signs.

Staff

Mr. Negrete updated the Commission on ongoing capital improvement projects as well as expected upcoming street rehabilitation projects that are anticipated upon confirmation of award from the State.

8. ADJOURNMENT

There being no further business to come before the Traffic Commission, it was motioned by Chairperson Valenzuela and seconded by Commissioner Zevallos that the meeting be adjourned, the time being 7:53 p.m.

CHAIRPERSON

ATTEST:

SUPPORT SERVICES SUPERVISOR