



City of Santa Fe Springs

AGENDA

FOR THE REGULAR MEETING OF THE: TRAFFIC COMMISSION

Council Chambers
11710 Telegraph Road
Santa Fe Springs, CA 90670

JULY 19, 2012
6:00 P.M.

Sally Gaitan, Chairperson
Ted Radoumis, Vice Chairperson
Gregory Berg, Traffic Commissioner
Lillian Puentes, Traffic Commissioner
Ruben Madrid, 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
Lillian Puentes, Commissioner
Ruben Madrid, Commissioner
Ted Radoumis, Vice Chairperson
Sally Gaitan, 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 BUSINESS4. Traffic Bureau Report – May 2012

Recommendation: That the Commission receive and file the report for May 2012.

5. Traffic Bureau Report – June 2012

Recommendation: That the Commission receive and file the report for June 2012.

6. Procedures for Setting Speed Limits on City Streets

Recommendation: This report is for informational purposes only and there is no action required by the Traffic Commission at this time.

7. **APPROVAL OF MINUTES**

a. Regular Traffic Commission Meeting of May 17, 2012.

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

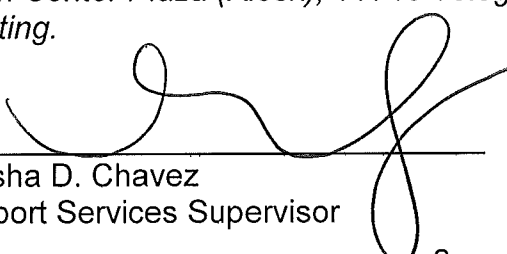
8. **COMMUNICATIONS**

Commission

Staff

9. **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

7/16/2012

Date



City of Santa Fe Springs

Traffic Commission Meeting

July 19, 2012

NEW BUSINESS

Traffic Bureau Report – May 2012

RECOMMENDATION

That the Commission receive and file the report for May 2012.

BACKGROUND

The attached Traffic Bureau Report has been prepared that details statistical information for the month of May 2012.

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

Total Accidents for Month: 49

Fatalities:	0
Injuries:	18
Property Damage:	31

Special Conditions

DUI:	4
Bicycle:	0
Pedestrian:	2

Dino Torres
Director of Police Services

Attachment(s):

Traffic Bureau Report

City of Santa Fe Springs Served by Whittier Police Department Traffic Bureau Report

IN THE MONTH OF MAY 2012, THERE WERE 49 COLLISIONS REPORTED WHICH IS A DECREASE OF 4 FROM THE SAME MONTH LAST YEAR.

MAY 2011

FATAL	0
INJURY	17
PROPERTY DAMAGE	36
TOTAL	53

MAY 2012

FATAL	0
INJURY	18
PROPERTY DAMAGE	31
TOTAL	49

COLLISIONS TO DATE 2011

FATAL	1
INJURY	77
PROPERTY DAMAGE	176
TOTAL	254

COLLISIONS TO DATE 2012

FATAL	2
INJURY	87
PROPERTY DAMAGE	158
TOTAL	247

INJURED PERSONS TO DATE	77
PERSONS KILLED TO DATE	1

INJURED PERSONS TO DATE	87
PERSONS KILLED TO DATE	2

NUMBER OF COLLISIONS BY WATCH

MORNING	12
DAY	30
NIGHT	7
UNKNOWN	0

NUMBER OF COLLISIONS BY DAY

SUNDAY	3	THURSDAY	7
MONDAY	8	FRIDAY	11
TUESDAY	9	SATURDAY	3
WEDNESDAY	8	UNKNOWN	0

NUMBER OF COLLISIONS BY TIME OF DAY

0001-0059	2	1200-1259	4	UNKNOWN	0
0100-0159	0	1300-1359	6		
0200-0259	1	1400-1459	5		
0300-0359	1	1500-1559	5		
0400-0459	0	1600-1659	4		
0500-0559	2	1700-1759	3		
0600-0659	1	1800-1859	2		
0700-0759	5	1900-1959	1		
0800-0859	2	2000-2059	0		
0900-0959	3	2100-2159	0		
1000-1059	1	2200-2259	0		
1100-1159	0	2300-2359	1		

THERE WERE 4 COLLISIONS INVOLVING PERSONS DRIVING UNDER THE INFLUENCE OF ALCOHOL/DRUGS.

THERE WERE 2 PEDESTRIAN AND 0 BICYCLE COLLISION REPORTED DURING THE MONTH. THERE WERE 6 HIT & RUN COLLISIONS REPORTED. THERE WERE 6 COLLISIONS INVOLVING CITY PROPERTY.

PERSONS INJURED 28

PERSONS KILLED 0

PRIMARY COLLISIONS FACTORS

RIGHT OF WAY	(12)	21800, 21801, 21802, 21803, 21804
SPEED	(8)	22350, 22348, 22349 CVC
SIGNS/SIGNAL VIOLATIONS	(2)	21453, 22450 CVC
DRIVING UNDER THE INFLUENCE	(4)	23152, 23153 CVC

CITATION STATISTICS

YTD

NO INSURANCE	(41)	16028(A), 16028(C) CVC	145
UNLICENSED DRIVER	(58)	12500(A) CVC	231
SUSPENDED LICENSE	(8)	14601, 14601.1, 14601.2 CVC	18
SEATBELT/CHILD RESTRAINT	(25/3)	27315(D),(E), 27360(A), (B)	72/5
CELL PHONE/TEXTING	(23/2)	23123/23123.5	100/12

MAY 2011

MOVING CITATIONS	425
MOVING VIOLATIONS	556
HAZARDOUS VIOLATIONS	173
PARKING CITATIONS	312
<u>Traffic Enforcement Index-10.2</u>	

MAY 2012

MOVING CITATIONS	335
MOVING VIOLATIONS	431
HAZARDOUS VIOLATIONS	167
PARKING CITATIONS	129
<u>Traffic Enforcement Index-9.3</u>	

YEAR TO DATE 2011

MOVING CITATIONS	2205
MOVING VIOLATIONS	2943
HAZARDOUS VIOLATIONS	1366
PARKING CITATIONS	1366
<u>Traffic Enforcement Index-17.7</u>	

YEAR TO DATE 2012

MOVING CITATIONS	1626
MOVING VIOLATIONS	2156
HAZARDOUS VIOLATIONS	782
PARKING CITATIONS	976
<u>Traffic Enforcement Index- 9.0</u>	

THREE HIGH COLLISION INTERSECTIONS FOR THE MONTH:

1. Florence Ave/Pioneer Blvd	2 T/C's	DUI Related/Right of Way
2. Los Nietos Rd/Painter Ave	2 T/C	Improper Turning
3. Rosecrans Ave/Marquardt Ave	2 T/C	Unsafe Speed

Bicycle/Pedestrian Accidents May 2012

<u>Accident Address</u>	<u>Accident Date and Time</u>	<u>Accident Motor Vehicle Involved With</u>	<u>Accident Number</u>
E ROSECRANS AVE / S MARQUARDT AVE	05/09/2012 03:49:00	B. PEDESTRIAN	12901560
10988 S BLOOMFIELD AVE	05/30/2012 10:10:00	B. PEDESTRIAN	12901778



City of Santa Fe Springs

Traffic Commission Meeting

July 19, 2012

NEW BUSINESS

Traffic Bureau Report – June 2012

RECOMMENDATION

That the Commission receive and file the report for June 2012.

BACKGROUND

The attached Traffic Bureau Report has been prepared that details statistical information for the month of June 2012.

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

Total Accidents for Month: 41

Fatalities:	0
Injuries:	10
Property Damage:	31

Special Conditions

DUI:	2
Bicycle:	0
Pedestrian:	0

A handwritten signature in black ink, appearing to be 'Dino Torres'.

Dino Torres
Director of Police Services

Attachment(s):
Traffic Bureau Report

City of Santa Fe Springs Served by Whittier Police Department Traffic Bureau Report

IN THE MONTH OF JUNE 2012, THERE WERE 41 COLLISIONS REPORTED WHICH IS A DECREASE OF 9 FROM THE SAME MONTH LAST YEAR.

JUNE 2011

FATAL	0
INJURY	14
PROPERTY DAMAGE	36
TOTAL	50

JUNE 2012

FATAL	0
INJURY	10
PROPERTY DAMAGE	31
TOTAL	41

COLLISIONS TO DATE 2011

FATAL	1
INJURY	91
PROPERTY DAMAGE	212
TOTAL	304

COLLISIONS TO DATE 2012

FATAL	2
INJURY	97
PROPERTY DAMAGE	189
TOTAL	288

INJURED PERSONS TO DATE	91
PERSONS KILLED TO DATE	1

INJURED PERSONS TO DATE	97
PERSONS KILLED TO DATE	2

NUMBER OF COLLISIONS BY WATCH

MORNING	9
DAY	22
NIGHT	9
UNKNOWN	1

NUMBER OF COLLISIONS BY DAY

SUNDAY	6	THURSDAY	6
MONDAY	6	FRIDAY	6
TUESDAY	4	SATURDAY	7
WEDNESDAY	6	UNKNOWN	0

NUMBER OF COLLISIONS BY TIME OF DAY

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

THERE WERE 2 COLLISIONS INVOLVING PERSONS DRIVING UNDER THE INFLUENCE OF ALCOHOL/DRUGS.

THERE WERE 0 PEDESTRIAN AND 0 BICYCLE COLLISION REPORTED DURING THE MONTH. THERE WERE 16 HIT & RUN COLLISIONS REPORTED. THERE WERE 4 COLLISIONS INVOLVING CITY PROPERTY.

PERSONS INJURED 12

PERSONS KILLED 0

PRIMARY COLLISIONS FACTORS

RIGHT OF WAY	(10)	21800, 21801, 21802, 21803, 21804
SPEED	(8)	22350, 22348, 22349 CVC
SIGNS/SIGNAL VIOLATIONS	(4)	21453, 22450 CVC
DRIVING UNDER THE INFLUENCE	(2)	23152, 23153 CVC

CITATION STATISTICS

YTD

NO INSURANCE	(38)	16028(A), 16028(C) CVC	183
UNLICENSED DRIVER	(28)	12500(A) CVC	259
SUSPENDED LICENSE	(5)	14601, 14601.1, 14601.2 CVC	23
SEATBELT/CHILD RESTRAINT	(10/1)	27315(D),(E), 27360(A), (B)	82/6
CELL PHONE/TEXTING	(30/4)	23123/23123.5	130/16

JUNE 2011

MOVING CITATIONS	300
MOVING VIOLATIONS	399
HAZARDOUS VIOLATIONS	
PARKING CITATIONS	341

Traffic Enforcement Index-

JUNE 2012

MOVING CITATIONS	244
MOVING VIOLATIONS	341
HAZARDOUS VIOLATIONS	182
PARKING CITATIONS	189

Traffic Enforcement Index-18.2

YEAR TO DATE 2011

MOVING CITATIONS	2505
MOVING VIOLATIONS	3342
HAZARDOUS VIOLATIONS	
PARKING CITATIONS	1707

Traffic Enforcement Index-

YEAR TO DATE 2012

MOVING CITATIONS	1870
MOVING VIOLATIONS	2497
HAZARDOUS VIOLATIONS	964
PARKING CITATIONS	1165

Traffic Enforcement Index- 9.9

THREE HIGH COLLISION INTERSECTIONS FOR THE MONTH:

1. Lakeland Rd/Bloomfield Ave	2 T/C	Signals & Signs
2. Valley View Ave/Stage Rd	2 T/C	Auto R/W
3. Carmenita Rd/Telegraph Rd	1 T/C	Unsafe Speed



City of Santa Fe Springs

Traffic Commission Meeting

July 19, 2012

NEW BUSINESS

Procedures for Setting Speed Limits on City Streets

RECOMMENDATION

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

DISCUSSION

The setting of speed limits on City streets can be controversial and requires a rational and defensible determination to maintain public confidence. Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public. The procedures for the setting of speed limits are outlined in Section 2B.13 of the Manual of Uniform Traffic Control Devices.

Speed zones can only be established on the basis of an engineering and traffic survey (ETS) study that has been performed in accordance with traffic engineering practices. California Vehicle Code Section 627 defines the term "Engineering and traffic survey" and lists its requirements as follows:

- A. Prevailing speeds as determined by traffic engineering measurements.
- B. Review of Collision records.
- C. Highway, traffic, and roadside conditions not readily apparent to the driver.

The E&TS should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a driver are properly identified.

Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:

- A. The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.

- B. Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices.
- C. A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.
- D. Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays.
- E. The weather should be fair (dry pavement) with no unusual conditions prevailing.
- F. The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.
- G. In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.
- H. Short speed zones of less than 0.5 mile should be avoided, except in transition areas.
- I. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.
- J. Speed zoning should be in ten miles-per-hour increments except in urban areas where five miles-per-hour increments are preferable.
- K. Speed zoning should be coordinated with adjacent jurisdictions.

Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning.

Included in an ETS is a Speed Zone Survey Sheet. A copy of the Speed Zone Survey Sheet is included as Figure 2B-101 in this report. For City and through highways, arterials, and collector roads the short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, super-elevation, shoulder conditions, profile conditions, intersection spacing and

offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

Figures 2B-103 & 2B-104 show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

The factors justifying a reduction below the 85th percentile speed for the posted speed limit are the same factors mentioned above. Whenever such factors are considered to establish the speed limit, they should be documented on the speed zone survey or the accompanying engineering report.

The establishment of a speed limit of more than five miles-per-hour below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers.

Generally, the most decisive evidence of conditions not readily apparent to the driver is the location with higher than normal collision rates. Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the ten miles-per-hour increment of speed containing the largest number of vehicles (See Figure 2B-102). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile do not ordinarily facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals.

The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent. Further studies show that establishing a speed limit at less than the 85th percentile (critical speed) generally results in an increase in collision rates.

When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Speed Limit signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another. At the

downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable. Speed Limit signs indicating the statutory speed limits shall be installed where appropriate, at jurisdictional boundaries in urban areas.

Local agencies should conduct engineering studies at least once every 5, 7 or 10 years, in compliance with CVC Section 40802 to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.

This time provision shall be extended to seven years when using radar and all of the following criteria are met:

- A. The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
- B. The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:

- A. The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
- B. The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.
- C. The laser used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

Note that the time provision for an ETS may be extended to ten years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width or traffic volume as determined by a registered engineer.

In the event that an ETS has not been completed or is out of date then a "speed trap" exists. Section 40802 of the California Vehicle Code defines speed traps. A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an ETS within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.

Section 40802 also defines local streets or roads which are exempt from the ETS requirement. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:

- A. Roadway width of not more than 40 feet.
- B. Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.
- C. Not more than one traffic lane in each direction.

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



Noe Negrete
Director of Public Works

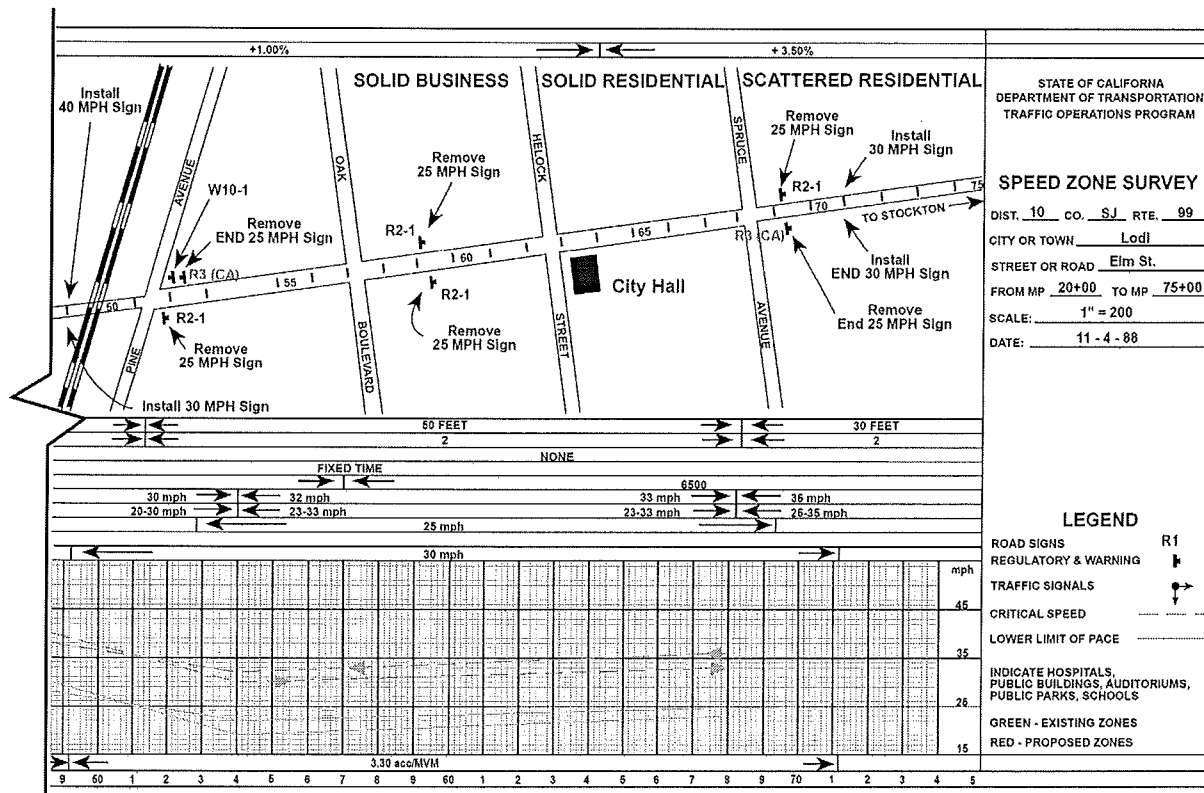
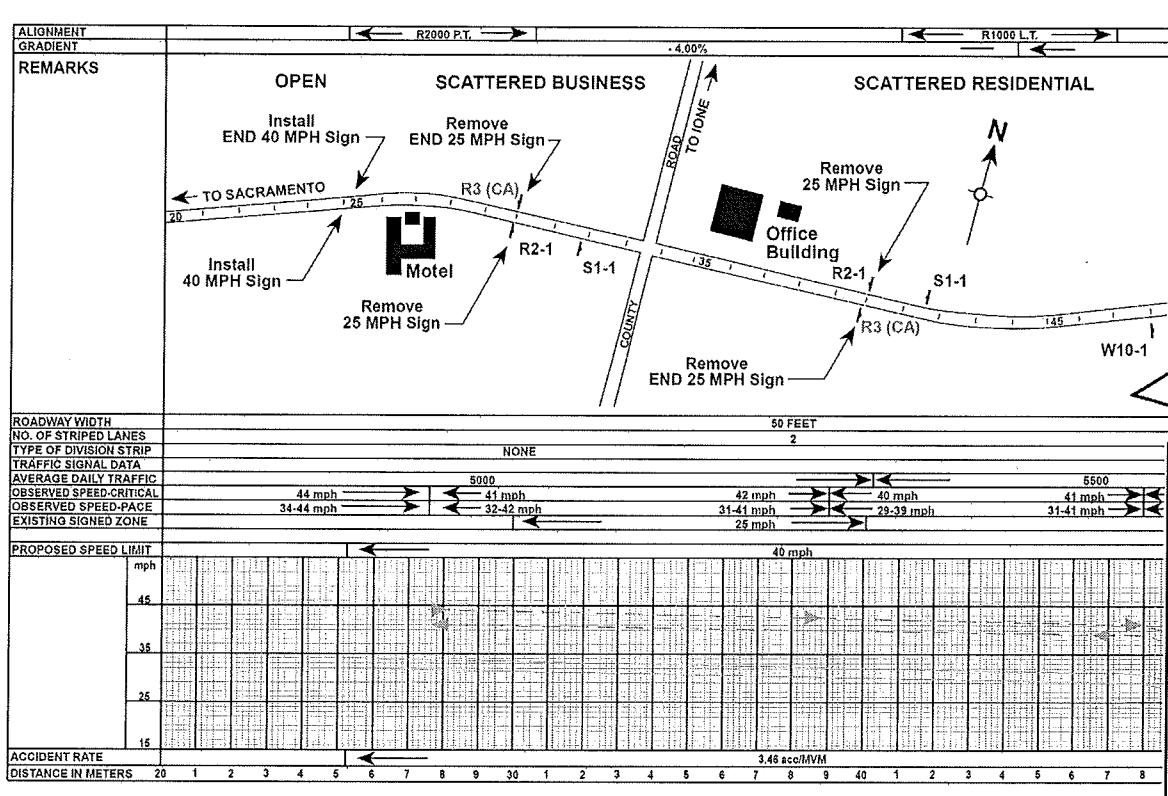
Attachment(s):

Figure 2B-101

Figure 2B-102

Figure 2B-103

Figure 2B-101 (CA). Example of Speed Zone Survey Sheet



NOTE: This scaled figure represents a 11 in X 36 in size sheet.

Figure 2B-102 (CA). Example of Cumulative Speed Curve Sheet

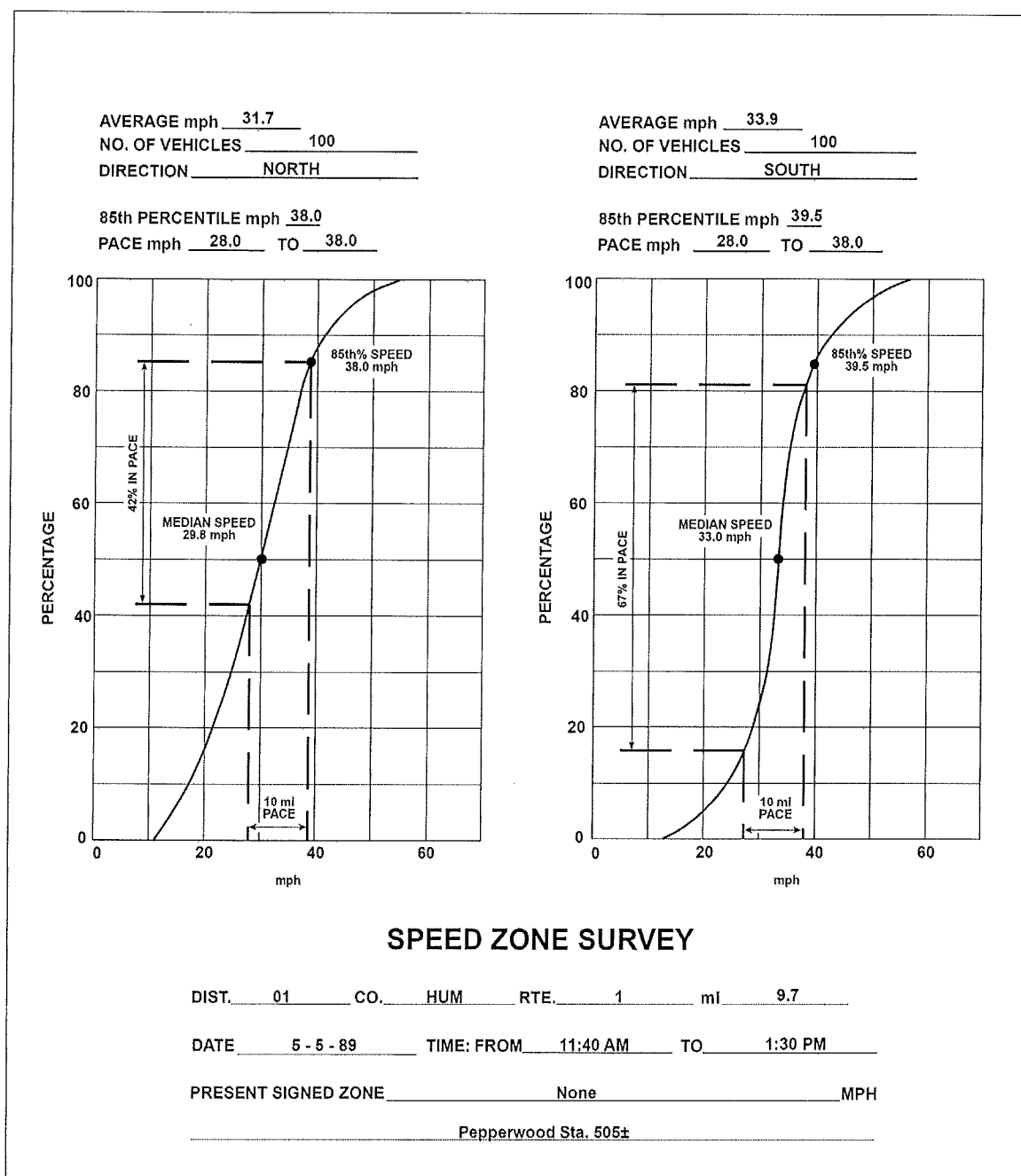


Figure 2B-103 (CA). Example of Vehicle Speed Survey Sheet for City and County Through Highways, Arterials, and Collector Roads

Jurisdiction _____ Date _____
Location _____ Weather _____
Recorder _____ Begin Time _____ End Time _____

mph	NUMBER OF VEHICLES						PERCENT OF TOTAL	CUMULATIVE PERCENTAGE
	5	10	15	20	25	30		
65								
60								
55								
50								
45								
40								
35								
30	X						1	100
	X						5	99
	X						4	94
	X						7	91
	X						7	83
	X						12	76
25	X						8	64
	X						8	55
	X						13	47
	X						10	34
	X						7	23
20	X						8	17
	X						1	8
	X						5	7
	X						1	3
	X						1	2
15	X						1	1
TOTAL NUMBER OF VEHICLES = 107							100 %	

Other Considerations _____

Accident History : _____

Unusual Conditions : _____

Signed _____ Date _____ Title _____

**MINUTES
REGULAR TRAFFIC COMMISSION MEETING
CITY OF SANTA FE SPRINGS
MAY 17, 2012**

1. CALL TO ORDER

Chairperson Gaitan called the Traffic Commission meeting to order at 6:07 p.m.

2. ROLL CALL

Present: Traffic Commissioners Berg, Madrid, Puentes, Vice Chairperson Radoumis, and Chairperson Gaitan.

Also present: Noe Negrete, Assistant Director of Public Works; Marsha D. Chavez, Support Services Supervisor; Traffic Safety Officer Frank Igros, Whittier Police Department.

3. ORAL COMMUNICATIONS FROM THE AUDIENCE

Chairperson Gaitan 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

Officer Igros reviewed the Traffic Bureau Report for the month of April. The report reflected that there were 48 accidents reported during the month of April 2012, a slight decrease from April 2011. There were four driving under the influence incidents, two bicycle incidents, and no pedestrian incidents. There were seventeen hit and run accidents reported. Moving Citations, Moving Violations, Hazardous Violations, and Parking Citations decreased from April 2012 compared to April 2011. The Traffic Enforcement Index was at 11.6 for the month. The intersections with the most accidents for the month were Carmenita Road/Excelsior Drive, Alondra Boulevard/Freeway Drive, and Alondra Boulevard/Marquardt Avenue.

Commissioner Berg made a motion to receive and file the report for April 2012; Commissioner Madrid seconded the motion which carried unanimously.

5. Update on the Valley View Avenue Grade Separation Project

Mr. Negrete gave an in-depth presentation on this history, current status and future plans for the Valley View Avenue Grade Separation project. The Commission discussed various impacts to residents and the overall positive results for the completion of this project.

6. APPROVAL OF MINUTES

Commissioner Puentes made a motion to approve the minutes of the Regular

Traffic Commission meeting of April 19, 2012 and Vice Chairperson Radoumis seconded the motion which carried unanimously.

7. **COMMUNICATIONS**

Commission

Commissioner Berg expressed appreciation to Whittier Police Department's patrol efforts that he recently has witnessed in the community.

Vice Chairperson Radoumis announced that the Sister-City Committee will once again host a fireworks booth this year. Vice Chairperson Radoumis also announced that Fiestas Patrias would be taking place this year in mid-September.

Commissioner Madrid discussed the MTA's project involving the extension of the Gold Line and the two options being considered. Mr. Negrete noted that the City of Santa Fe Springs is hopeful that the Washington Boulevard option will be implemented, although at this time it seems that the project is about nine months behind schedule due to completion of the environmental documents.

Commissioner Puentes noted that for the June 2012 meeting, she will unfortunately be out of town for training.

Staff

Mr. Negrete followed up with items discussed at the April Commission meeting, noting that the concern regarding a business on Joslin Street and Orr and Day Road had been reported to Code Enforcement. Mr. Negrete also noted that two trees are scheduled to be removed north of the median on Orr and Day Road and Whiteland Street.

8. **ADJOURNMENT**

There being no further business to come before the Traffic Commission, it was motioned by Vice Chairperson Radoumis and seconded by Commissioner Madrid that the meeting be adjourned, the time being 7:01 p.m.

CHAIRPERSON

ATTEST:

SUPPORT SERVICES SUPERVISOR